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Pages 4485–4522

Agencies in this issue—

The President
Agriculture Department
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Commodity Credit Corporation
Defense Department
Federal Aviation Agency
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Foreign Assets Control Office
Forest Service
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Interior Department
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
National Bureau of Standards
Securities and Exchange Commission

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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1967, and specifies how they are affected.

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Title 3—THE PRESIDENT

Executive Order 11336

DELEGATING TO THE SECRETARY OF AGRICULTURE CERTAIN AUTHORITY RELATING TO EMERGENCY LIVESTOCK FEED

By virtue of the authority vested in me by section 301 of Title 3 of the United States Code, and as President of the United States, it is ordered as follows:

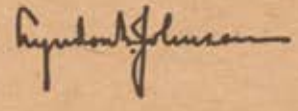
SECTION 1. (a) The Secretary of Agriculture is hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the authority vested in the President by clause (1) of the fifth sentence of section 407 of the Agricultural Act of 1949, as amended (7 U.S.C. 1427), to the extent prescribed in subsection (b) of this section.

(b) Whenever the Secretary of Agriculture determines that the chronic economic distress of the needy members of an Indian tribe is materially increased by severe drought, flood, hurricane, blizzard, or other uncontrollable catastrophe affecting any reservation or other land designated for Indian use which is utilized by members of such tribe for grazing livestock, he may, under subsection (a) of this section, declare such reservation or other land to be an acute distress area because of unemployment or other economic reasons if he finds that the use of farm commodities or the products thereof made available by the Commodity Credit Corporation for livestock feed in that area will not displace or interfere with normal marketing of agricultural commodities.

SEC. 2. Federal assistance in relieving distress, extended as a result of action by the Secretary of Agriculture under the authority delegated by section 1 of this order, shall terminate in each instance upon notice by the Secretary of Agriculture.

SEC. 3. In carrying out the provisions of this order the Secretary of Agriculture shall maintain liaison with the Secretary of the Interior and shall consult with the latter as may be appropriate.

SEC. 4. The declaration contained in the letter of the President to the Secretary of Agriculture, dated February 1, 1965, that reservation lands in Arizona, Utah and New Mexico, which are grazed in common by Indian tribes, are an acute distress area shall continue in effect until January 1, 1968, or until such earlier date as may be fixed by notice of the Secretary of Agriculture published in the FEDERAL REGISTER.



THE WHITE HOUSE,
March 22, 1967.

[F.R. Doc. 67-3312; Filed, Mar. 23, 1967; 10:01 a.m.]

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Justice

Section 213.3310 is amended to show that in the Community Relations Service, the positions of Chief, Program Evaluation and Development Division, and Assistant Director for Community Action are excepted under Schedule C; that the positions of Assistant Director for Media Relations, Associate Director for Conciliation and Field Services, and Private Secretary to the Associate Director for Conciliation and Field Services are excepted under Schedule C in lieu of the positions of Assistant for Program Development, Associate Director for Conciliation, and Private Secretary to the Associate Director for Conciliation; and that the positions of the Legal Adviser, his Private Secretary, the Government Services Liaison Officer, and the Volunteer Group Liaison Officer are no longer excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (r) of § 213.3310 is amended as set out below.

§ 213.3310 **Department of Justice.**

* * * * *

(r) *Community Relations Service.* * * *

(2) [Revoked]

(3) One Associate Director for Conciliation and Field Services.

* * * * *

(5) One Assistant Director for Media Relations.

(6) [Revoked]

(7) [Revoked]

* * * * *

(10) One Private Secretary to the Associate Director for Conciliation and Field Services.

(11) [Revoked]

* * * * *

(13) One Chief, Program Evaluation and Development Division.

(14) One Assistant Director for Community Action.

(5 U.S.C. 3301, 3302, E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–58 Comp., 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 67-3247; Filed, Mar. 23, 1967; 8:46 a.m.]

Title 7—AGRICULTURE

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER C—EXPORT PROGRAMS

[Rev. 2; Amdt. 2]

PART 1490—PAYMENTS ON EXPORTS OF CERTAIN KINDS OF TOBACCO

Subpart—Tobacco Export Program

DEFINITIONS OF UNSTEMMED TOBACCO AND SCRAP

The regulations issued by Commodity Credit Corporation, published in 31 F.R. 12997 (Oct. 6, 1966), as amended 31 F.R. 14826 (Nov. 23, 1966), which contain the terms and conditions of payments on exports of certain kinds of tobacco, are herein further amended to define scrap and to exclude scrap, as defined, from the definition of "unstemmed tobacco."

Accordingly, in § 1490.2, paragraph (f) is amended and a new paragraph (i) is added, as follows:

§ 1490.2 **Definitions.**

* * * * *

(f) The term "unstemmed tobacco" means any packed tobacco which (1) is not stemmed tobacco, scrap or blackfat as defined in this section and (2) does not include butt ends or stems removed from tobacco. If tobacco has been tipped and butted, the butt ends shall be considered removed from tobacco unless tip ends in the proportion produced in the tipping process are exported under this program as unstemmed tobacco.

* * * * *

(i) The term "scrap" means tobacco leaf particles which by any process other than threshing, tipping and threshing, stemming or cutting have been reduced to sizes generally less than one-fifth of the size of the leaf and which have not been screened or which in a screening process did not stay on top of a screen having not more than 8 openings per linear inch or 64 openings per square inch.

Effective date: Date of filing with Office of Federal Register.

Signed at Washington, D.C., on March 21, 1967.

H. D. GODFREY,
Executive Vice President, Commodity Credit Corporation.

[F.R. Doc. 67-3260; Filed, Mar. 23, 1967; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 7272; Amdt. 39-374]

PART 39—AIRWORTHINESS DIRECTIVES

Grumman Models G–164 and G–164A

Amendment 39-219 (31 F.R. 5482) requires installing a tension spring and two "S" hooks in accordance with Grumman Aircraft Engineering Corp. drawing A1521, Revision B, Sheet 2, on Grumman Model G–164 airplanes. After issuing Amendment 39-219 the Agency determined that application of the extreme right rudder while depressing the brake toe pedal could activate the right-hand brake lock mechanism. Therefore, the AD is being superseded by a new AD which requires relocation of the "S" hook to the thimble end of the brake locking cable assembly.

Since a situation exists that requires immediate adoption of this Amendment, it is found that notice and public procedure thereon are impracticable and good cause exists for making this Amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

GRUMMAN. Applies to Model G–164 and G–164A restricted category airplanes, Serial Numbers 301 through 450, and Serial Numbers below 301 which have been modified to incorporate Parking Brake installation and Stick Control Lock Kit P/N A1521–301K.

Compliance required as indicated unless already accomplished.

To prevent fouling of the control stick by the surface control lock and inadvertent locking of the right toe brake master cylinder during flight maneuvering, accomplish the following:

(a) On Model G–164 airplanes, Serial Numbers 301 through 400: Within the next 25 hours' time in service after April 7, 1966, install a tension spring and two "S" hooks in accordance with Grumman Aircraft Engineering Corp. drawing A1521, Revision B, Sheet 2 or equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) On all airplanes listed in the applicability statement above: Within the next 25 hours' time in service after the effective date of this AD, modify the Parking Brake and Stick Control Lock installation in ac-

cordance with Grumman Aircraft Engineering Corp. AG-CAT Service Bulletin No. 39, February 15, 1967, or later revision approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region, or equivalent modification approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(c) Compliance time specified in paragraph (b) may be increased upon approval by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region, of the appropriate request with substantiating data submitted to an FAA Maintenance Inspector.

This supersedes Amendment No. 39-219 (31 F.R. 5482), AD 66-10-2.

This Amendment becomes effective upon publication in the FEDERAL REGISTER.

(Sec. 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423)

Issued in Jamaica, N.Y., on March 15, 1967.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 67-3227; Filed, Mar. 23, 1967; 8:45 a.m.]

SUBCHAPTER D—AIRMEN

[Regulatory Docket No. 7679; Amdt. 61-29]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

Prerequisites for Flight Tests

The purpose of these amendments to Part 61 of the Federal Aviation Regulations is to allow applicants for private or commercial pilot certificates or instrument ratings to credit certain flight instruction received from flight instructors who are not certificated by the FAA; provide certain exceptions from the requirement for a flight instructor's statement before the flight test; and require at least 20 hours of flight instruction for a commercial pilot certificate (airplane). The changes were proposed in Notice No. 66-37 issued on October 13, 1966 (31 F.R. 13554).

Several comments concurred generally with the proposals. Several other comments expressed opposition to crediting flight instruction (toward private or commercial pilot certificates or instrument ratings) that might be given to a civilian by a U.S. Armed Force pilot who does not hold a flight instructor certificate issued by the FAA. As proposed, the new § 61.22 would have allowed the crediting of flight instruction from, among others, a flight instructor who is authorized to give that flight instruction by "an Armed Force of the United States". The opposing comments expressed concern that this language might include flight instruction given to civilians as well as to military personnel. It was contended that many military pilots lack knowledge of all aspects of civilian aviation, and that the military instructors may or may not have flown civil aircraft. However, it must be pointed out that an applicant is tested on his aeronautical knowledge; if thereupon he is eligible for the flight test, he has shown that he is not one of those who lack knowledge of civil aviation. Furthermore, as stated in the notice, the proposed action does not reduce the amount of instruction required by the regulations for the several kinds of pilot certificates and ratings, nor does it eliminate the need to take the flight test, that would reveal any areas of pilot skill in which the flight instruction may have been inadequate.

The effect of crediting flight instruction given by military pilots to civilians was not intended. Therefore, the provision is clarified by using language in new § 61.22 that in terms limits the credited flight instruction received from an Armed Force, of either the United States or a foreign ICAO member state, to instruction received in a program for training military pilots. Similar language change has been made, in these amendments, of the provisions on retesting after failure of the flight test, in §§ 61.27 (b) and (d)(2)(i), to achieve the same limited content. Similar change also has been made in the reference in § 61.21(a)(4)(ii) to an official military flight test passed by a member of an Armed Force of the United States applying for an airline transport pilot certificate, who now will not need a flight instructor's statement before taking the FAA flight test. As thus changed, these amendments are being issued for the reasons stated in Notice No. 66-37, namely, to save time and expense for the applicants affected, as well as for the Agency, by removing the burden of complying with the requirement that their instruction must be received from FAA certificated instructors. As an exceptional situation, these amendments, as proposed, provide in § 61.157 (a)(2) and (c)(2) that flight instruction must be received from an FAA certificated flight instructor, since in this situation (when the holder of an airplane transport pilot certificate, airplane or VFR rotorcraft rating, applies for the other of these two ratings) this kind of flight instruction is considered necessary.

These amendments also include the proposed addition to §§ 61.85, 61.115, 61.119, and 61.123 of a provision that the required flight instruction for private and commercial pilot certificate applicants must be in procedures and maneuvers required for the applicable flight test. These amendments further include the related proposed changes removing the requirement of §§ 61.85, 61.89, and 61.93 that an applicant for a private pilot certificate must hold a student pilot certificate endorsed for solo and cross-country flights, and with this the requirement of § 61.111(e) that an applicant for a commercial pilot certificate, free balloon class rating, must hold a student pilot certificate.

These amendments also implement the changes proposed by Notice No. 66-37 for § 61.21(a)(4), that requires an applicant for a flight test ordinarily to have a statement from a flight instructor certifying he has given the applicant flight instruction in preparation for the flight test and considers him ready for the test. First, the essential rating needed by the flight instructor is designated (the category or instrument rating on his flight instructor certificate that is sought by the applicant). Second, the flight instructor's statement must have been made within 60 days. As a correlative action, the 6-month recency requirement previously provided in § 61.115(a)(3) is deleted since it no longer is needed in view of the revised provisions of § 61.21(a)(4). Third, excepted from the requirement of a written statement is an applicant who holds a foreign pilot license issued by a foreign contracting ICAO member state authorizing at least the pilot privileges of the airman certificate now sought by him, and an applicant who is a member of a U.S. Armed Force applying for an airline transport pilot certificate and who, in a program for training military pilots, has passed an official military flight test as pilot in command of the type of aircraft to be used in the flight test. One comment on Notice No. 66-37 felt that a statement from an FAA certificated flight instructor should be required in all cases. However, as stated in the notice, in each of these two situations the applicant can offer an equivalent to the instructor's recommendation as a means of assuring that adequate and effective flight instruction has been received.

These amendments also change § 61.115(a), as proposed in Notice No. 66-37, to provide that the required aeronautical experience for an applicant for a commercial pilot certificate (airplane) must include, in the flight time, at least 20 hours of flight instruction including at least 10 hours in operating an airplane by referring solely to flight instruments, and 10 hours in operating an airplane in other procedures and maneuvers required for the commercial pilot flight test, in addition to any flight instruction received before his private pilot certificate was issued to him.

Interested persons have been afforded an opportunity to participate in the making of these amendments, and due consideration has been given to all matter presented.

In consideration of the foregoing, Part 61 of the Federal Aviation Regulations is amended, effective April 23, 1967, as follows:

1. By amending paragraph (a)(4) of § 61.21 to read as follows:

§ 61.21 Prerequisites for flight tests.

(a) * * *

(4) Have a written statement made not more than 60 days before applying for the flight test, from a flight instructor whose flight instructor certificate bears the category rating of the aircraft to be used in the flight test (or an instrument rating if that rating is sought), certifying that he has given the applicant flight instruction in preparation for the flight test and considers him ready to take the test. However, an applicant need not have this written statement if he—

(i) Holds a foreign pilot license issued by a contracting state to the Convention on International Civil Aviation, that

authorizes at least the pilot privileges of the airman certificate sought by him;

(ii) Is a member of an Armed Force of the United States applying for an airline transport pilot certificate, and in a program for training military pilots has passed an official military flight test (including instrument flight test) as pilot in command of the type of aircraft to be used in the flight test; or

(iii) Is applying for a type rating only.

* * * * *

2. By inserting a new § 61.22 to read as follows:

§ 61.22 Flight instruction received from flight instructors not certificated by FAA.

Flight instruction received to satisfy the requirements for the certificate or rating sought by the applicant may be credited toward a pilot certificate or rating under §§ 61.17 (b) or (c), 61.35(c), 61.85(a), 61.89(a), 61.93 (a) or (b), 61.115(a), 61.119(a), or 61.123(b) if it is received from—

(a) An Armed Force of either the United States or a foreign contracting state to the Convention on International Civil Aviation in a program for training military pilots; or

(b) A flight instructor who is authorized to give that flight instruction by the licensing authority of a foreign contracting state to the Convention on International Civil Aviation, and the flight instruction is given outside the United States.

3. By amending § 61.27 as follows:

By adding the following new sentence at the end of paragraph (b) and by amending paragraph (d) to read as follows:

§ 61.27 Retesting after failure.

* * * * *

(b) *Flight test.* * * * However, an applicant who qualified for flight testing under § 61.21(a)(4)(i) need not present this statement if he shows that he has received at least 5 additional hours of flight instruction in procedures and maneuvers required for the flight test from an Armed Force of either the United States or a foreign contracting state to the Convention on International Civil Aviation in a program for training military pilots, or from a flight instructor who is authorized to give that flight instruction by the licensing authority of such a foreign contracting state and that flight instruction was given outside the United States.

* * * * *

(d) *Airline transport; flight test.* An applicant for an airline transport pilot certificate or associated rating who fails a flight test under this part may apply for retesting in the following manner:

(1) If he qualified for flight testing other than under § 61.21(a)(4)(ii), he may apply upon presenting a statement from his instructor (as to required instruction) certifying that he has given the additional instruction to the applicant and considers the applicant ready for retesting, and presenting satisfactory evidence that he has—

(i) Logged at least 5 additional hours of flying solely by instruments and at least 5 additional hours of flight instruction from an appropriately rated flight instructor or an airline transport pilot; or

(ii) Received additional practice or instruction (flight, synthetic trainer, or ground training, or any combination thereof) that is necessary, in the opinion of the Administrator or the applicant's instructor (if the Administrator has authorized him to determine the additional instruction necessary) to prepare the applicant for retesting.

(2) If he qualified for flight testing under § 61.21(a)(4)(ii), he may apply either upon presenting the statement and evidence described in subparagraph (1) of this paragraph, or upon presenting satisfactory evidence that he has—

(i) Logged at least 5 additional hours of flying solely by instruments and at least 5 additional hours of flight instruction from an Armed Force of the United States in a program for training military pilots; or

(ii) Received additional practice or instruction (flight, synthetic trainer, or ground training, or any combination thereof) that is necessary, in the opinion of the Administrator, to prepare the applicant for retesting.

In retesting, the maneuvers failed, and any other maneuvers the FAA inspector or designated examiner finds to be necessary to determine the competency of the applicant, must be repeated. An applicant who meets the requirements of subparagraph (1) or (2) of this paragraph is considered to meet the 5-hour flight time requirements of § 61.145(b)(2)(i).

* * * * *

4. By amending § 61.85 as follows:

a. By amending the introductory language of paragraph (a) to read as follows:

§ 61.85 Airplane rating: Aeronautical experience.

(a) An applicant for a private pilot certificate (airplane) must have had—

* * * * *

b. By striking out the words "in preparation for the private pilot flight test" in paragraph (a)(4), and inserting the words "in procedures and maneuvers required for the private pilot flight test" in place thereof.

5. By amending the introductory language of paragraph (a) of § 61.89 to read as follows:

§ 61.89 Rotorcraft rating: Aeronautical experience.

(a) An applicant for a private pilot certificate (rotorcraft) must have had at least—

* * * * *

6. By amending the introductory language of § 61.93 to read as follows:

§ 61.93 Glider rating: Aeronautical experience.

An applicant for a private pilot certificate (glider) must have had at least—

* * * * *

§ 61.111 [Amended]

7. By striking out the words "a student pilot certificate and" in paragraph (e) of § 61.111.

8. By amending § 61.115 as follows:

a. By striking out paragraph (a)(4), and amending paragraph (a)(3) to read as follows:

§ 61.115 Airplane rating: Aeronautical experience.

(a) * * *

(3) 20 hours of flight instruction in airplanes, including at least—

(i) 10 hours of flight instruction in operating an airplane by referring solely to flight instruments, including at least 5 hours of flight instruction from a flight instructor with an instrument rating on his flight instructor certificate, and the remaining hours, if any, from a flight instructor with an airplane rating on his flight instructor certificate; and

(ii) 10 hours of flight instruction from a flight instructor with an airplane rating on his flight instructor certificate in operating an airplane in other procedures and maneuvers required for the commercial pilot flight test, in addition to any flight instruction received before his private pilot certificate was issued to him.

(4) [Deleted]

* * * * *

b. By striking out the figure "(4)" in the flush paragraph at the end of paragraph (a), and inserting the figures "(3)(i)" in place thereof.

§ 61.119 [Amended]

9. By striking out the words "preparing for the commercial pilot flight test" in paragraph (a)(3) of § 61.119, and inserting the words "in procedures and maneuvers required for the commercial pilot flight test" in place thereof.

§ 61.123 [Amended]

10. By striking out the words "preparing for the commercial pilot flight test" in paragraph (b) of § 61.123, and inserting the words "in procedures and maneuvers required for the commercial pilot flight test" in place thereof.

§ 61.157 [Amended]

11. By amending § 61.157 as follows:

a. By adding the words "FAA certificated" after the words "appropriately rated" and before the words "flight instructor" in paragraph (a)(2).

b. By adding the words "FAA certificated" after the words "appropriately rated" and before the words "flight instructor" in paragraph (c)(2).

(Secs. 313(a), 601, and 602 of the Federal Aviation Act of 1958, 49 U.S.C. 1354, 1421, 1422)

Issued in Washington, D.C., on March 17, 1967.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 67-3230; Filed, Mar. 23, 1967; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8019; Amdt. 528]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Providence VOR	Fall River RBn	Direct	1900	T-dn	300-1	300-1	NA
Whitman VOR	Fall River RBn	Direct	1900	C-dn	500-1	500-1	NA
				S-dn-24	500-1	500-1	NA
				A-dn	NA	NA	NA

Radar available.
Procedure turn N side of crs, 065° Outbnd, 245° Inbnd, 1900' within 10 miles.
Minimum altitude over facility on final approach crs, 692'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing FLR RBn, make a right-climbing turn to 1900', direct to FLR RBn. Hold NE of FLR RBn, 245° Inbnd, 1-minute right turns.
NOTES: (1) State-owned facility must be monitored aurally during the approach. (2) Use Providence altimeter setting. (3) Approach from a holding pattern not authorized. Procedure turn required.
MSA within 25 miles of facility: 000°-180°—1600'; 180°-360°—2200'.

City, Fall River; State, Mass.; Airport name, Fall River Municipal; Elev., 192'; Fac. Class., MHW; Ident., FLR; Procedure No. NDB (ADF) Runway 24, Amdt. 3; Eff. date, 15 Apr. 67; Sup. Amdt. No. ADF 1, Amdt. 2; Dated, 11 Mar. 67

PKB Temp Int	PKB MHW	Direct	3000	T-dn	300-1	300-1	200-½
AIR VOR 221	PKB MHW	Direct	3000	C-dn	700-1	700-1	700-1½
CTW VOR 177	PKB MHW	Direct	3000	S-dn-21	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2
				Marker beacon minimums:			
				S-dn-21	400-1	400-1	400-1

Procedure turn N side of crs, 019° Outbnd, 199° Inbnd, 2500' within 10 miles.
Minimum altitude over marker beacon, 1558'; marker beacon to airport, 2 miles.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished within 0 mile of PKB MH, climb straight ahead to 2500', make left turn and return to PKB MH. Hold N, 1-minute right turns, 199° Inbnd.
MSA within 25 miles of facility: 000°-360°—2500'.

City, Parkersburg; State, W. Va.; Airport name, Wood County; Elev., 858'; Fac. Class., BHW; Ident., PKB; Procedure No. NDB (ADF) Runway 21, Amdt. Orig.; Eff. date, 18 Apr. 67 or upon shutdown of PKB VORTAC

RIC VORTAC	RIC RBn (NDB)	Direct	2000	T-dn	300-1	300-1	200-½
FAK VORTAC	RIC RBn (NDB)	Direct	2000	C-dn	400-1	500-1	500-1½
HPW VORTAC	RIC RBn (NDB)	Direct	2000	S-dn			
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 218° Outbnd, 038° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 900'.
Crs and distance, facility to airport, 018°—1.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing RIC RBn, make left-climbing turn to 2000', then proceed direct to RIC RBn. Hold SW, 038° Inbnd, 1-minute right turns.
MSA within 25 miles of facility: 000°-090°—1600'; 090°-360°—2100'.

City, Richmond; State, Va.; Airport name, Richard E. Byrd Flying Field; Elev., 167'; Fac. Class., SBH; Ident., RIC; Procedure No. NDB (ADF) Runway 2, Amdt. 4; Eff. date, 15 Apr. 67; Sup. Amdt. No. ADF 2, Amdt. 3; Dated, 8 May 65

PROCEDURE CANCELED, EFFECTIVE 15 APR. 1967.

City, Wake Island; Airport name, Wake Airport; Elev., 12'; Fac. Class., HHW; Ident., AWK; Procedure No. 1, Amdt. 5; Eff. date, 23 Apr. 58; Sup. Amdt. No. 4; Dated, 22 Apr. 58

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Wolflake VOR	Highway Int (final)	Direct	2500	T-d	300-1	300-1	300-1
				C-d	700-1	700-1	700-1½
				C-n	NA	NA	NA
				A-dn	NA	NA	NA

Radar available.
Procedure turn N side of crs, 292° Outbnd, 112° Inbnd, 2500' within 10 miles of Highway Int.
Minimum altitude over Highway Int on final approach crs, 2500'.
Crs and distance, Highway Int to airport, 112°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing Highway Int, make left-climbing turn to 2500' and proceed to OLK VOR via R 112°.
NOTES: (1) Use Fort Wayne altimeter setting. (2) Dual VOR receivers or radar required. (3) No runway lights.
MSA within 25 miles of facility: 000°–360°—2700'.

City, Fort Wayne; State, Ind.; Airport name, Smith Field; Elev., 833'; Fac. Class., L-BVOR; Ident., OLK; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 15 Apr. 67

Jacksonville RBn	JAX VOR	Direct	2000	T-dn	300-1	300-1	200-½
R 274° clockwise	R 010°	Via 8-mile DME Arc.	2000	C-dn	600-1	600-1	600-1½
				A-dn	NA	NA	NA
R 028° counterclockwise	R 010°	Via 8-mile DME Arc.	2000	DME/Radar minimums:			
				C-dn	400-1	500-1	500-1½
8-mile DME Fix	JAX VOR (final)	Via R 010°	1600				

Radar available.
Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 1600' within 10 miles.
Minimum altitude over facility on final approach crs, 1600'; over 5.5 miles DME Radar Fix, 641'.
Crs and distance, facility to airport, 160°—6.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.8 miles after passing JAX VORTAC, climb to 1600' on R 159° within 15 miles.
NOTES: (1) Use Jacksonville (Imeson) altimeter setting. (2) No weather reporting facilities available.
CAUTION: 2 towers, 319' at 30-24-38/81-32-29 and 30-24-51/81-32-41.
MSA within 25 miles of facility: 000°–090°—1400'; 090°–180°—1600'; 180°–270°—2100'; 270°–360°—1400'.

City, Jacksonville; State, Fla.; Airport name, Craig Municipal; Elev., 41'; Fac. Class., H-VORTAC; Ident., JAX; Procedure No. VOR-1, Amdt. 2; Eff. date, 15 Apr. 67; Sup. Amdt. No. VOR/DME No. 1, Amdt. 1; Dated, 30 Oct. 65

Kokomo VOR	Walton Int (final)	Direct	3000	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				A-dn	NA	NA	NA

Procedure turn not authorized.
Minimum altitude over Walton Int on final approach crs, 3000'.
Crs and distance, Walton Int to airport, 307°—6.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing Walton Int, make left turn, climbing to 3000' and proceed to OKK VOR via R 307°.
NOTES: (1) Use Bunker Hill AFB altimeter setting. (2) VOR/DME or radar required.
MSA within 25 miles of facility: 000°–360°—2300'.

City, Logansport; State, Ind.; Airport name, Logansport; Elev., 736'; Fac. Class., L-BVORTAC; Ident., OKK; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 15 Apr. 67

Flat Rock VORTAC	Biltmore Int	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-15	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				If Biltmore Int or 5-mile DME or Radar Fix received, the following minimums apply:			
				C-dn	500-1	500-1	500-1½
				S-dn-15	400-1	400-1	400-1

Radar available.
Procedure turn N side of crs, 342° Outbnd, 162° Inbnd, 1700' within 10 miles.
Minimum altitude over Biltmore Int/5-mile DME/or Radar Fix on final approach crs, 767'.
Crs and distance, breakoff point to approach end of runway, 154°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of RIC VORTAC, climb to 2000' on R 167°, RIC VORTAC within 10 miles, return to RIC VORTAC. Hold SW, 220° Outbnd, 040° Inbnd, 1-minute right turns.
#400-¼ authorized with operative high-intensity runway lights except for 4-engine turbojets.
MSA within 25 miles of facility: 000°–090°—1600'; 090°–360°—2100'.

City, Richmond; State, Va.; Airport name, Richard E. Byrd Flying Field; Elev., 167'; Fac. Class., H-BVORTAC; Ident., RIC; Procedure No. VOR Runway 15, Amdt. 17; Eff. date, 15 Apr. 67; Sup. Amdt. No. TerVOR-15, Amdt. 16; Dated, 3 Dec. 66

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Flat Rock VORTAC	RIC VORTAC	Direct	2000	T-dn	300-1	300-1	200-½
Hopewell VORTAC	RIC VORTAC	Direct	1700	C-dn	600-1	600-1	600-1½
				S-dn-20	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				If 5-mile DME/Radar or HPW, R 334° received the following minimums apply:			
				C-dn	500-1	500-1	500-1½
				S-dn-20	400-1	400-1	400-1

Radar available.
Procedure turn E side of crs, 005° Outbnd, 185° Inbnd, 1700' within 10 miles.
Minimum altitude over 5-mile DME/Radar Fix or HPW VORTAC, R 334° on final approach crs, 767'.
Facility on field, breakoff point to runway, 200'—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of RIC VORTAC, climb to 2000' on RIC VORTAC, R 185° within 10 miles, return to RIC VORTAC. Hold SW, 220° Outbnd, 040° Inbnd, 1-minute right turns.
MSA within 25 miles of facility: 000°-090°—1600'; 090°-360°—2100'.

City, Richmond; State, Va.; Airport name, Richard E. Byrd Flying Field; Elev., 167'; Fac. Class., H-BVORTAC; Ident., RIC; Procedure No. VOR Runway 20, Amdt. 1; Eff. date, 15 Apr. 67; Sup. Amdt. No. TerVOR-20, Orig.; Dated, 15 Oct. 66

Flat Rock VORTAC	RIC VORTAC	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-33	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				If 5-mile DME or Radar Fix received, the following minimums apply:			
				C-dn	500-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1

Radar available.
Procedure turn E side of crs, 140° Outbnd, 320° Inbnd, 1700' within 10 miles.
Minimum altitude over 5-mile Radar Fix or 5-mile DME Fix on final approach crs, 767'.
Crs and distance, breakoff point to approach end of runway, 334°—0.8 mile.
If visual contact not established upon descent to authorized landing minimum or if landing not accomplished within 0 mile of RIC VORTAC, climb to 2000' on R 320° of RIC VORTAC within 10 miles, return to RIC VORTAC.
Hold SW, 220° Outbnd, 040° Inbnd, 1-minute right turns.
#400-¾ authorized with operative high-intensity runway lights, except for 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°—1600'; 090°-360°—2100'.

City, Richmond; State, Va.; Airport name, Richard E. Byrd Flying Field; Elev., 167'; Fac. Class, H-BVORTAC; Ident., RIC; Procedure No. VOR Runway 33, Amdt. 12; Eff. date, 15 Apr. 67; Sup. Amdt. No. TerVOR-33, Amdt. 11; Dated, 15 Oct. 66

				T-dn*	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-14	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 311° Outbnd, 131° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1700'.
Crs and distance, facility to airport, 131°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing SYR VOR, make left-climbing turn to 3000' on SYR VOR, R 111° to Lakeport Int. Hold E of Lakeport Int, 1-minute right turns, 291° Inbnd.
AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.
CAUTION: 836' antenna, 1.1 miles S of approach end of Runway 28; 2549' antenna, 10.4 miles S of airport.
*600-1 required for takeoff on Runway 14.
MSA with 25 miles of the facility: 000°-090°—2500'; 090°-180°—4000'; 180°-270°—3000'; 270°-360°—2000'.

City, Syracuse; State, N.Y.; Airport name, Clarence E. Hancock; Elev., 421'; Fac. Class., H-BVORTAC; Ident., SYR; Procedure No. VOR Runway 14, Amdt. 12; Eff. date, 15 Apr. 67; Sup. Amdt. No. VOR-1, Amdt. 11; Dated, 8 May 65

3. By amending the following very high frequency omnirange—distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Alma VORTAC	6-mile DME Fix	342°—6 miles	2000	T-dn	300–1	300–1	
6-mile DME Fix	16-mile DME Fix (final)	342°—10 miles	1200	C-dn	800–1	800–1	
				S-dn-32	800–1	800–1	
				A-dn	NA	NA	

Final approach crs, 342° Outbnd from 16-mile DME Fix.
Minimum altitude over airport on final approach crs, 1056'.
Crs and distance, facility to airport, 342°—21.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 21.7 miles after passing Alma VORTAC, turn left, climb to 2000' intercept Alma, R 332°, returning to Alma VORTAC.
NOTES: (1) No weather service available on field. (2) Use Alma, Ga., altimeter setting. (3) This procedure usable only between the hours of 0600 and 2200 when Alma FSS is in operation. (4) IFR flight plan must be closed with Alma FSS when reaching VFR conditions or immediately after landing.
CAUTION: Tower, 677'—3 miles SE of airport.
MSA within 25 miles of facility: 000°–090°—1700'; 09°–270°—2300'; 270°–360°—1800'.

City, Harlehurst; State, Ga.; Airport name, Harlehurst; Elev., 256'; Fac. Class., H–BVORTAC; Ident., AMG; Procedure No. VOR/DME Runway 32, Amdt. Orig.; Eff. date, 15 Apr. 67

4. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Akron VOR	CA LOM	Direct	2800	T-dn*	300–1	300–1	200–½
Briggs VOR	CA LOM (final)	Direct	2500	C-dn	400–1	500–1	500–1½
				S-dn-1**	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2
				When glide slope not utilized:			
				S-dn-1***	400–¾	400–¾	400–¾

Radar available.
Procedure turn E side S crs, 186° Outbnd, 006° Inbnd, 2500' within 10 miles.
Minimum altitude at glide slope interception, Inbnd, 2500'.
Altitude of glide slope and distance to approach end of runway at OM, 2415'—3.7 miles; at MM, 1450'—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing CA LOM, climb to 3000' on heading of 006°. Proceed direct to ACO VOR. Hold E, 1-minute right turns, 276° Inbnd.
*RVR 2400' authorized Runway 1.
**RVR 2400'. Descent below 1428' not authorized unless approach lights visible.
***400–½ authorized with operative ALS except for 4-engine turbojets.
MSA within 25 miles of facility; 000°–360°—2600'

City, Akron; State, Ohio; Airport name, Akron-Canton; Elev., 1228'; Fac. Class., ILS; Ident., I–CAK; Procedure No. ILS Runway 1, Amdt. 20; Eff. date, 15 Apr. 67; Sup. Amdt. No. ILS–1, Amdt. 19; Dated, 31 Dec. 66

Bland Int	Int, W crs, ILS/FAT, R 241°/9.3-mile Radar Fix (final).	Via FAT, R 241°	2000	T-dn%	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
Berenda Int	Int, W crs, ILS/FAT, R 241°/9.3-mile Radar Fix (final).	Via DR crs, 159° and W crs, ILS.	2000	S-dn-11L#	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn not authorized.
Minimum altitude over W crs, ILS and FAT, R 241°/9.3-mile Radar Fix on final approach crs, 2000'; FRA, R 191°/3.4-mile Radar Fix, 1500'.
Crs and distance, FRA, R 191°/3.4-mile Radar Fix to airport, 109°—3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing FRA R 191°/3.4-mile Radar Fix, climb on E crs of localizer to 2200' within 10 miles E of LOM/OM.
%RVR 2600' authorized Runway 29R.
#400–¾ authorized with operative high-intensity runway lights, except for 4-engine turbojets.

City, Fresno; State, Calif.; Airport name, Fresno Air Terminal; Elev., 332'; Fac. Class., ILS; Ident., I–FAT; Procedure No. LOC(BC) Runway 11L, Amdt. Orig.; Eff. date, 15 Apr. 67

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AWK RBn	AWK VORTAC	Direct	1500	T-dn	300-1	300-1	200-½
AWK VORTAC	Carter Int	Direct	1500	C-dn	500-1	500-1	500-1½
12-mile DME Arc, AWK VORTAC, radials 180° clockwise 360°.	W crs, ILS	Via 12-mile DME Arc.	1500	S-dn-10	#300-1	#300-1	#300-1
12-mile DME Arc and W crs, ILS	Glide slope interception (final)	Via W crs	1500	A-dn	600-2	600-2	600-2

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 1500′ within 10 miles of Carter Int.
Minimum altitude at glide slope interception, Inbnd, 1500′.
Altitude of glide slope and distance to approach end of runway at glide slope interception, 1500′—4.9 miles; at Carter Int, 801′—2.5 miles; at AXX RBn, 132′—0.2 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb straight ahead to 1500′ on E crs of ILS within 20 miles.
NOTE: No marker beacons. No approach lights.
CAUTION: #(1) When tower advisories report ocean vessel at mooring buoys and glide slope is inoperative, minimums become 400–1. (2) Circling N side of airport not authorized due to 405′ tower, 1.5 miles N.
MSA within 25 miles of facility: 000°-360°—1400′.

City, Wake Island; Airport name, Wake Island; Elev., 14′; Fac. Class., ILS; Ident., I-AWK; Procedure No. ILS Runway 10, Amdt. 4; Eff. date, 15 Apr. 67 or upon commissioning of glide slope; Sup. Amdt. No. ILS-10, Amdt. 3; Dated, 15 May 65

5. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Precision approach			
000°	360°	17–20 miles	3000	T-dn	300-1	300-1	200-½
000°	360°	7–17 miles	2200	C-dn	600-1	600-1	600-1½
000°	360°	0–7 miles	2000	S-d-2-14	300-¾	300-¾	300-¾
				S-n-2-14	400-1	400-1	400-1
				S-d-20	400-¾	400-¾	400-¾
				S-n-20	400-1½	400-1½	400-1½
				S-dn-32	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2
				Surveillance approach			
				S-dn-2-14-20*	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from Radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000′ vertical separation from following tower, 2249′—10.8 miles E.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runway 2—Turn left, climb to 2000′ on 202° crs from AWS RBn within 15 miles. Runway 20—Climb to 2000′ on 202° crs from AWS RBn within 15 miles. Runway 14—Immediate right turn, climb to 2000′ on 202° crs from AWS RBn within 15 miles. Runway 32—Turn left climb to 2000′ on 202° crs from AWS RBn within 15 miles.
NOTE: Authorized for military use only except by prior arrangement.
CAUTION: Jump towers, 580′—1½ miles NE, R-3002, E and SE of Lawson AAF.
*Reduction not authorized.

City, Fort Benning; State, Ga.; Airport name, Lawson AAF; Elev., 232′; Fac. Class., Lawson AAF Radar; Procedure No. 1, Amdt. 3; Eff. date, 15 Apr. 67; Sup. Amdt. No. 1, Amdt. 2; Dated, 18 Jan. 64

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on March 8, 1967.

JAMES F. RUDOLPH,
Acting Director, Flight Standards Service.

[F.R. Doc. 67-2729; Filed, Mar. 23, 1967; 8:45 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER S—NUMBERING OF UNDOCUMENTED VESSELS, STATISTICS ON NUMBERING, AND "BOATING ACCIDENT REPORTS" AND ACCIDENT STATISTICS

[CGFR 67-5]

PART 171—STANDARDS FOR NUMBERING

Subpart 171.10—Application for Number

Subpart 171.15—Certificate of Number

PUERTO RICO SYSTEM OF NUMBERING APPROVED

Acting under the authority delegated by Treasury Department Order 167-32, dated September 23, 1958 (23 F.R. 7603), the Commandant, U.S. Coast Guard, on March 20, 1967, approved the Puerto Rico system for numbering of undocumented mechanically propelled vessels.

As provided in this approval, the Puerto Rico system shall be operative on and after April 1, 1967. On that date the authority to number undocumented vessels propelled by machinery which are principally used in the Commonwealth of Puerto Rico passes to the Commonwealth of Puerto Rico and simultaneously the Coast Guard discontinues to number such vessels. Coast Guard issued Certificates of Number continue to be valid until date of expiration contained thereon or until April 1, 1968, which ever occurs first, or until ownership or State of principal use changes or other cause voids such Certificates. The Ports Authority, Commonwealth of Puerto Rico, San Juan, P.R., is the agency which will administer the program for the numbering of undocumented mechanically propelled vessels in the Commonwealth of Puerto Rico. On and after April 1, 1967, the "reports of boating accidents," which involve vessels numbered in the Commonwealth of Puerto Rico will be reported to the Ports Authority, San Juan, P.R., pursuant to Motorboat Numbering Act of Puerto Rico, Act No. 19, of June 14, 1965 and the implementing regulations adopted by the Ports Authority, Commonwealth of Puerto Rico.

Because the amendments to § 171.10-1 (a)(2) and (b), 171.10-3, 171.10-25, and 171.15-20 as set forth in this document, are informative rules about official acts performed by the Commandant, it is hereby found that compliance with the Administrative Procedures Act (respecting notice of proposed rule making procedure thereon, and effective date requirements thereto) is unnecessary.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521) and order 167.17 dated June 29, 1955 (20 F.R. 4976), to promulgate rules in accordance with the statute cited, the following amendments are prescribed:

1. In § 171.10-1 *To whom made*, paragraph (a)(2) is amended by deleting from the list of States the name "Commonwealth of Puerto Rico" and paragraph (b) is amended by inserting in the list of states having an approved numbering system the name "Puerto Rico" to follow after the State of "Pennsylvania."

2. In § 171.10-3 *Procedures for making application to the Coast Guard directly*, paragraph (a) is amended by deleting the following: "Puerto Rico: U.S. Coast Guard, Marine Inspection Office, San Juan."

3. In § 171.10-25 *Lost or destroyed certificate of number for vessels numbered in States listed in § 171.10-1(a)(1)*, paragraph (a) is amended by changing the identification symbol in parentheses from "Commandant (ORB)" to "Commandant (OLE-3)."

4. In § 171.15-20 *Notification of changes required by owners of vessels numbered in states listed in § 171.10-1(a)(1)*, paragraphs (b) and (c) (three places), are amended by changing the identification symbol in parentheses from "Commandant (ORB)" to "Commandant (OLE-3)".

(Sec. 3, 60 Stat. 238, sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633)

Dated: March 20, 1967.

[SEAL] W. J. SMITH,
Admiral U.S. Coast Guard,
Commandant.

[F.R. Doc. 67-3251; Filed, Mar. 23, 1967; 8:47 a.m.]

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[Appendix; Foreign Transfer Policy, Amdt. 1]

PART 221—DOCUMENTATION, TRANSFER OR CHARTER OF SHIPS

Miscellaneous Amendments

Effective as of the date of publication in the FEDERAL REGISTER, Part II, A(3) of the appendix to this part is amended (1) by deleting the word "and" at the end of paragraph (b) and (2) by changing the text of paragraph (c) and adding a new paragraph (d) to read as follows:

II. CONDITIONS OF APPROVAL

A. Transfer of vessels of 3,000 gross tons and over to either foreign ownership or registry or both, and new ship construction for foreign-flag ownership and registry.

* * * * *

(3) *Trade.* * * *

(c) The vessel shall not be chartered to aliens for carriage of cargoes of any kind to or from the Soviet Union, Latvia, Lithuania, Estonia, Czechoslovakia, Hungary, Bulgaria, Albania, North Korea, the Soviet Zone of Germany, Manchuria, Communist China, the Communist-controlled area of Vietnam, Cuba, or Southern Rhodesia, without the prior approval of the Maritime Administration; and

(d) The vessel shall not engage in trade prohibited to U.S.-flag vessels under Executive Order 11322 (32 F.R. 119, Jan. 7, 1967) and Secretary of Commerce Order (Title 15, Code of Federal Regulation, Subtitle A, Part 11, 32 F.R. 1126, Jan. 26, 1967), relating to trade and other transactions involving Southern Rhodesia.

Dated: March 13, 1967.

CARL C. DAVIS,
Acting Maritime Administrator.

[F.R. Doc. 67-3261; Filed, Mar. 23, 1967; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 988; Amdt. 1]

PART 95—CAR SERVICE

Union Pacific Railroad Co. Authorized To Operate Over Trackage of Southern Pacific Co.

At a Session of the Interstate Commerce Commission, Railroad Safety and Service Board, held in Washington, D.C., on the 17th day of March A.D. 1967.

Upon further consideration of Service Order No. 988 (31 F.R. 15488) and good cause appearing therefor:

It is ordered, That § 95.988 *Service Order No. 988* (Union Pacific Railroad Co. authorized to operate over trackage of Southern Pacific Co.) be, and it is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., April 30, 1967, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., March 31, 1967.

(Secs. 1, 12, 15, 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, 17(2). Interprets or applies secs. 1(10-17), 15(4), 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), 17(2))

It is further ordered, That copies of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Safety and Service Board.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-3253; Filed, Mar. 23, 1967; 8:47 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 135]

[Docket No. 8041; Notice No. 67-9]

OPERATIONS FOR COMPENSATION OR HIRE WITH SMALL AIRCRAFT

Notice of Proposed Rule Making

The Federal Aviation Agency is considering rule-making action that would affect to some extent all operations of small aircraft for compensation or hire under Part 135 of the Federal Aviation Regulations, and affect to a greater extent those operations conducted either on a regularly scheduled basis or involving interline agreements with scheduled air carriers operating under Part 121 of the Federal Aviation Regulations.

This advance notice of proposed rule making is being issued in accordance with the Agency's policy for the early institution of public rule-making proceedings. An "advance" notice is issued by the Agency where it would be helpful to invite public participation in the identification and selection of a course or alternate courses of action with respect to a particular rule-making problem.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20553. All communications received on or before June 30, 1967, will be considered by the Administrator before taking action upon the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. If it is determined to be in the public interest to proceed further, after consideration of the available data and comments received in response to this notice, a notice of proposed rule making will be issued.

Before the Civil Aeronautics Board took action in 1952 to identify them as "air taxi" operators, the vast majority of those carriers operating small aircraft (12,500 lbs. or under maximum certificated takeoff weight) were called "small irregular carriers." "Small irregular carriers" were defined as those not using aircraft units having a maximum certificated takeoff weight in excess of 12,500 pounds for any one unit or of 25,000 pounds for the total of such units, disregarding units of 6,000 pounds or less. In reaching its determination at that time, as to both the economic and safety requirements that should apply to this class of operations, the CAB reviewed the typical type of operation being conducted and reached certain conclusions (17 F.R. 636-37), including the following:

> Reports from these carriers over the 3-year period during which such reports have been required indicate that their aircraft are operated to serve off-line points for the convenience of individual passengers, to provide air service in emergencies, and generally as an incident to some other means of livelihood of the operator * * *. The proper place for the operator of small aircraft in the domestic aviation picture the Board believes is to provide connecting air services to off-route points or "jitney" services of a kind not offered by other air carriers * * *. The Board has taken account of the fact that, since small aircraft have a higher seat-mile cost and are slower, less comfortable and, where all-weather operations are concerned, less reliable than large aircraft, it is probable that a person would utilize the transportation offered by small aircraft only where large aircraft are not available or where some particular convenience or specialized service is desired. The Board therefore concludes, that small aircraft cannot for practical purposes be regarded as competitive with large aircraft.

It should not require any detailed discussion or recitation of statistics to show that many of the above-quoted conclusions are no longer valid for a significant number of the operations that are still technically classified by both the CAB and the FAA as "air taxi" operations. For example, in connection with the establishment of the "air taxi" classification in 1952, the CAB pointed out that of the airplanes then being operated by the more than 2,000 small irregular air carriers only 177 had a maximum certificated takeoff weight in excess of 6,000 pounds. At the present time while there are more than 3,500 air taxi operators, the 116 air taxi operators providing regularly scheduled service alone operate over 150 aircraft in the over 6,000 pound category. Moreover, the volume of the "air taxi" operations with small aircraft can no longer be considered as "jitney" operations. This activity is growing rapidly and the growth can only be spurred by the recent or imminent introduction of "small" airplanes capable of carrying as many as 20 persons. With the increased availability of these airplanes, many air taxi operators will be capable of providing service of the kind that previously could have been provided only by a Part 121 air carrier with large aircraft. Therefore, to maintain the level of safety required by the Federal Aviation Act, the Agency believes that Part 135 of the Federal Aviation Regulations should be amended to recognize the differences in the types of operations that are now and, even more important, will in the future be conducted by the various Part 135 operators under its provisions. While it is hoped that this advance notice will evoke comments and suggestions over the entire range of relevant regulatory requirements, the Agency is expressly interested in opinions as to the desirability of specific regulatory action in the following areas:

I. *Scheduled air taxi services.* One way to create a class of service to which additional requirements would apply would be to define those operations that are in no sense "jitney" operations but are actually "scheduled" operations. The standard presently prescribed in Federal Aviation Regulation section 121.7 in connection with intrastate commercial operations could be used as a minimum to define those operations that are "scheduled." This standard is: Two flights, or one round trip a week on the same day or days of the week for 8 or more weeks in any 90 consecutive days between two points or a total of 36 or more flights or 18 or more round trips in any 90 consecutive days between two points. In addition, the definition could specifically include any operation involving an interline agreement with a scheduled air carrier operating under Part 121, if such an operation does not otherwise fall within the described standard.

Under the enabling provisions of § 135.13 the Agency has, on a case-by-case basis, issued operations specifications to Part 135 operators conducting regularly scheduled service that have in most cases contained specific additional requirements in most of the areas discussed below.

1. *Manuals.* In view of the size, frequency, and complexity of regularly scheduled operations, should company operations manuals be required, so that all managerial and operational duties and responsibilities are clearly set forth and understood by all of the persons concerned with the safety of the operation?

2. *Training programs.* Should training programs, approved by the FAA, be required for all flight crewmembers? For some categories of ground support personnel? Should these programs cover initial and recurrent ground and flight training? Emergency procedures?

3. *Administrative controls.* Should records, such as pilot trip reports, manifest and dispatch release documents, weight and balance records and training records be required (i.e., preparation and retention) for scheduled operations?

4. *Flight and duty time limitations.* Should flight and duty time limitations be prescribed for all flight crewmembers to prevent unsafe situations from arising as a result of excess duty time that could result from the necessity to have both pilots and aircraft available to meet regularly scheduled flights? How extensive should these requirements be?

5. *Crew complement.* In view of the almost automatic requirement for full

IFR capability resulting from the necessity to meet schedules and the high air traffic density of the areas that most scheduled operations serve, should a minimum crew of two pilots be required for all scheduled operations? Should one pilot and an autopilot be permitted for certain operations (e.g., VFR operations, IFR operations in low traffic density areas). Should the pilot in command be required to have minimum flight time in excess of that currently required? Should pilots be precluded from serving in scheduled operations after age 60? Should the pilot in command be required to hold an airline transport pilot certificate?

6. *Aircraft proving flights.* Should the operator be required before introducing a new aircraft type into service, to conduct proving tests under the Administrator's supervision to show that it can operate the aircraft safely in the planned operation?

7. *Emergency evacuation procedures.* Should additional requirements relating to emergency evacuation be prescribed? Should these requirements include evacuation demonstrations? Exit and marking requirements? Emergency equipment?

8. *Cabin attendants.* Should cabin attendants be required? If so, at what occupancy level should the requirement be placed?

9. *Operational control.* Should some form of dispatch or flight following system be required for scheduled operations?

10. *Miscellaneous operating requirements.* Should additional operating requirements such as briefing of passengers with respect to emergency evacuation and control and service of alcoholic beverages be imposed on scheduled Part 135 operations? What other operating requirements should be considered?

II. *Nonscheduled Part 135 operations.* While the questions raised in Item I above specifically relate in each case to scheduled operations (and interline arrangements) under Part 135, the Agency does not intend to limit comment thereon to those operations. The Agency also solicits comment as to whether any or all of the listed items, or any others not listed, should be applied to other operations conducted under Part 135. For example, should some requirements (i.e., ATR for pilot in command) be required for all operations with relatively high seating density small aircraft?

III. *Part 135 Air taxi operations with large aircraft.* Part 135 was designed to apply to operations with small aircraft. However, the Civil Aeronautics Board has on occasion, granted authority to specific air taxi operators to conduct certain operations with "large" aircraft. In each such case, the FAA has, through the operator's operations specifications, required compliance with requirements that are substantially those applicable to certificated supplemental air carriers and commercial operators of large aircraft. The Agency proposes to incorporate in Part 135 a specific requirement to accomplish this result and avoid the necessity of issuing separate operations specifications in each case.

IV. *Operations for compensation or hire with small aircraft of "high-seating capacity".* As stated above, Part 135 and its predecessor regulations were originally designed for the operation of small aircraft with a typical seating capacity of two to six persons. A similar situation existed with respect to the airworthiness standards for type certification in Part 23 of the Federal Aviation Regulations and its predecessor regulations. The Agency is aware of the development of a number of small airplanes capable of carrying as many as 20 persons. In the light of this development, the Agency will, in the near future, issue a separate NPRM proposing additional airworthiness standards for all small airplanes capable of carrying more than 10 persons, to be used for compensation or hire operations.

The Agency realizes that comments on this notice could conceivably take the form of a list of yes or no answers. However, since the purpose of an advance notice is to obtain public participation in the identification and selection of a course or courses of action, it is obvious that comments in such a form would be of little value to the Agency in determining proper future courses of action. Therefore, the Agency asks that comments contain supporting statements and data, where available, to justify all recommendations and conclusions.

This advance notice of proposed rule making is issued under the authority of sections 313(a), and 601 through 610 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a) and 1421 through 1430).

Issued in Washington, D.C., on March 17, 1967.

C. W. WALKER,
Director, Flight Standards Service.

[F.R. Doc. 67-3229; Filed, Mar. 23, 1967; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 2, 81, 83]

[Docket No. 17295; FCC 67-320]

MARITIME MOBILE SERVICE FOR VHF RADIOTELEPHONY

Notice of Proposed Rule Making

In the matter of amendment of Parts 2, 81, and 83—Reduction of channel spacing to 25 kc/s, allotment of channels, establishment of revised technical criteria and categories of communication in the maritime mobile service band 156–162 Mc/s for VHF radiotelephony.

1. Notice of proposed rule making in the above-entitled matter is hereby given.

2. There are in the United States in excess of 4 million registered craft for noncommercial or pleasure purposes, of which perhaps 10 percent (over 400,000 [1]) may wish to use radio. Although the communications are of short-distance nature, the needs for and use of frequencies by these craft differ in substance from the needs and use of frequencies by commercial vessels. Approximately 125,000 vessels of all classes are currently authorized to operate on very high frequencies (VHF) and/or on frequencies at 2 Mc/s. Of this number, it is estimated that approximately 90,000 are recreational or pleasure craft involved in noncommercial activities. The current number of frequencies at VHF and at 2 Mc/s will not accommodate an increase in the number of vessels of this magnitude.

3. The Commission has given thorough and extended consideration to known practical measures to meet the need of these vessels for short-distance communications in U.S. waters and to various means for reducing the long-standing congestion on frequencies at 2 Mc/s. The alleviation of congestion at 2 Mc/s has not been possible due in major part to the absence of additional 2 Mc/s frequencies which could be used and to the lack of available channels in radio equipment aboard many of the vessels. This situation has changed and is continuing to change by availability of large numbers of VHF stations, increasing quantities of multichannel VHF equipments and the forthcoming availability of single sideband equipments.

4. The rule amendments set forth hereinafter represent the larger part of a two part Commission program to effect improvements in radiotelephony communications in the maritime mobile service on VHF. In a subsequent proceeding, the Commission will set forth a program for the conversion from double sideband to single sideband on frequencies at 2 Mc/s.

5. While the conversion from double sideband to single sideband emission at 2 Mc/s will increase the number of channels available, that increase will not be sufficient to effectively reduce the current and long-standing congestion on 2 Mc/s frequencies. Since much of the short-distance communications in U.S. waters by commercial and noncommercial vessels can be accommodated on VHF, and since the use of VHF would effectively reduce this congestion, the Commission is proposing, herein, that the needs of these vessels be fulfilled, in the majority, through use of VHF. Use of VHF, coupled with the proposed conversion to single sideband and the consequential increase in number of available frequencies, is expected to substantially reduce the congestion at 2 Mc/s. In addition to relieving congestion, these measures are expected to improve communications of both commercial and noncommercial vessels.

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[1] This corresponds to the current number of numbered vessels in Classes 1, 2, and 3, which covers motorboats between 16 and 65 feet in length.

6. In order to increase the number of available VHF frequencies, it is proposed that the spacing between channels be reduced from 50 kc/s to 25 kc/s. This will increase the number of available frequencies from twenty-four (24) to forty-eight (48).

7. With regard to the date(s) on which VHF equipment shall be capable of operating in a channel spacing environment of 25 kc/s, it is axiomatic that the more distant the effective date, the larger will be the number of VHF equipments which will not be capable of 25 kc/s operation and, thus, the larger will be the number of VHF equipments which will have to be modified. The Commission, on the one hand, is desirous of providing a reasonably long period for current users to convert existing equipment for 25 kc/s channel spacing and, on the other hand, of minimizing the number of new equipments which, later, will have to be converted to 25 kc/s channel spacing. To these ends, the dates set forth herein are proposed as a practical compromise.

8. The additions to and revisions of allotments in the 156–162 Mc/s band are discussed below under the section headed "Allotment of Channels", paragraphs 12 through 31. These allotments are tabulated in Appendix 1,[2] in the "Table of Proposed Allotments", to which clarification is provided in the "Explanatory Footnotes".[2]

9. The procedure which the Commission proposes to use in assigning these channels and the applicable dates are set forth under the section headed "Assignment of Channels," paragraphs 32 through 33.

10. The technical criteria, and associated dates of applicability, are set forth in the sections headed "Frequency Deviation," "Frequency Tolerance," and "Post-Limiter Audio Roll-Off Filter," paragraphs 34 through 38. It would be expected that the reduction of frequency deviation of the transmitter and modification to improve selectivity of the receiver for 25 kc/s operation would be made in accordance with the advice and recommendations of the manufacturer of the transmitter and receiver.

11. Although the receiving equipment is an integral part of the conversion in channel spacing from 50 kc/s to 25 kc/s, that equipment is not a part of this rule making proceeding. Thus a decision to modify receiving equipment is at the option of the licensee. Nonetheless, some discussion of receiving equipment is deemed essential and, accordingly, has been included in the section headed "VHF Radio Receiving Equipment," paragraphs 39 through 44.

ALLOTMENT OF CHANNELS

12. It is proposed to amend Parts 81 and 83 to include therein provisions for assignment of the newly created channels, referred to herein as 25 kc/s channels. The proposed allotment of these channels and of current channels, referred to herein as 50 kc/s channels, is set forth in Appendix 1. Various amendments to existing services are proposed, some of which are new, others are revised, while others are expanded.

13. Environmental communications: To facilitate the expanding weather broadcast service on VHF, based on the request of Environmental Science Services Administration, it is proposed that current VHF weather broadcasts be within the 156–162 Mc/s band, i.e. 156.75 Mc/s. This frequency would be available for assignment to Government and non-Government coast stations, in accord with an agreed program, for the broadcast of information concerning the environmental conditions in which vessels operate, i.e., current and forecast weather, sea conditions, time signals of a grade adequate for practical navigation, notices to mariners, hazards to navigation, etc.

14. Communications with U.S. Coast Guard: Ship stations presently call U.S. Coast Guard stations both to request marine or meteorological information and to report navigational deficiencies. The only frequency now available is 156.80 Mc/s, which must be used for both calling and these types of working purposes. To alleviate the burden on 156.80 Mc/s for calling and to make it available for distress or emergency use, it is proposed that one channel (156.85 Mc/s), as set forth in Appendix 1, be allotted for ship stations working with U.S. Coast Guard stations.

15. Under current definitions (see §§ 81.7 and 83.6), there is overlap between "Operational Communications," "Business Communications," and "Port Operations." This overlap in definition has been deemed desirable and necessary, and it continues to be so construed where the number of available frequencies is limited, for example, in the medium frequency band between 2 and 3 Mc/s.

16. At VHF, where this limitation does not apply, a broad overlap in the definitions of "Operational," "Business," and "Port Operations" serves to defeat the allotment of frequencies for separate purposes. The continuation, by definition applicable to VHF, of distinction between, on the one hand, "Port Operations," and on the other hand, "Business" and "Operational" communications, is believed to be desirable. No useful purpose, however, would appear to be served by a further distinction, by definition applicable to VHF, between "Business" and "Operational" communications.

17. Commercial communications: It is proposed, therefore, to redefine these communications, which would be limited to commercial transport vessels and associated coast stations, to include therein those communications currently embodied in "Business Communications" and "Operational Communications," but excluding the current overlap with "Port Operations." The proposed definition of "Commercial Communications" is:

Commercial communications. Radiocommunication, other than Port Operations, on very high frequencies (VHF) between coast stations and ship stations aboard commercial transport vessels, or between ship stations aboard commercial transport vessels, in which messages are limited to those pertaining to commercial, operational, or economic matters related directly to the purposes for which the ship is used, including the piloting of vessels, movements of vessels, obtaining of vessel supplies to meet immediate needs, scheduling of repairs, or modification of vessels of immediate need.

18. It is proposed that the following newly created (25 kc/s) channels, as set forth in Appendix 1, be allotted for "Commercial Communications":

Ship and Coast: 156.275, 156.325, 156.675, 156.725, 156.975, 157.025;
Intership: 156.375, 156.925; and
Intership, commercial fishing vessels: 157.425.

19. Noncommercial communications: The proposed definition of "Noncommercial Communications" is:

Noncommercial communications. Radiocommunication, other than port operations, on very high frequencies (VHF) between coast stations and ship stations aboard vessels other than commercial transport vessels, or between ship stations aboard vessels other than commercial transport vessels, in which messages are limited to those pertaining to the purposes for which the ship is used, for example, during rendezvous, maneuvers during cruise, piloting of vessels, movements of vessels, obtaining of vessel supplies to meet immediate needs, scheduling of repairs, berthing, and accommodations.

20. This new category of communications would be limited to ship stations, and associated coast stations, aboard vessels of the pleasure, recreational, or small boat type, other than those aboard commercial transport vessels. The frequencies proposed to be allotted are divided into three categories, to wit, intership, coast and ship and a "general purpose" frequency. The "general purpose" frequency is intended to fulfill many of the wide scope of needs of the smaller type of boats, such as the Class 1 and Class 2 boats, where, for practical reasons, the number of channels, output power and investment in radio equipment would be at a minimum and, with no primary power available, battery operation could or would be employed. The "general purpose" frequency would, however, be available to all pleasure or recreational vessels. It is not intended that this frequency replace or be used in lieu of frequencies allotted for port operations, public correspondence, etc.

21. It is proposed that the following newly created (25 kc/s) channels as set forth in Appendix 1, be allotted for "Noncommercial Communications":

Ship and Coast, general purpose: 156.425;
Ship and Coast: 156.475, 156.575, 156.875; and
Intership: 156.525, 156.625.

22. Public correspondence: It is proposed to allot to public correspondence those newly created (25 kc/s) channels which fall between the currently allotted (50 kc/s) channels, as follows:

Ship	*Coast*
157.225	161.825 Mc/s
157.275	161.875 Mc/s
157.325	161.925 Mc/s
157.375	161.975 Mc/s

[2] Filed as part of the original document.

23. Distress, safety and calling: There will be many vessels which, with only VHF aboard, will be able to communicate on VHF, but which will be unable to employ 500 kc/s or 2182 kc/s, the radiotelegraph and radiotelephone distress frequencies, respectively. No VHF frequency in the band 156–162 Mc/s is currently designated by the rules for distress purposes, although provision is included, on a permissive basis, for the use of 156.80 Mc/s for the handling of distress messages. The large number of VHF facilities which have been, and are continuing to be, installed by the U.S. Coast Guard, the U.S. Army Corps of Engineers, and by others, all of which guard 156.80 Mc/s, permits the designation of 156.80 Mc/s for this purpose. Accordingly, it is proposed that 156.80 Mc/s be designated, as set forth in Appendix 1, for "Distress, Safety and Calling."

24. If the multiple, individual, and separate VHF communication systems, which serve the various different interests, are to be utilized to provide a communications means for vessels, operating in a community of interest, to transmit distress messages and to request assistance in emergency circumstances, it will continue to be necessary to provide for the guard and/or availability of 156.80 Mc/s at coast and ship stations.

25. With regard to ship stations, it is clear that the development and successful functioning of the VHF maritime radio distress system on 156.80 Mc/s is dependent upon a capability to establish communication and, once established, to intercommunicate between ship stations and between ship and coast stations. Ship stations which do not guard a distress frequency will not hear distress calls on that frequency. These ships, moving in an environment common to other ships, will be unaware of distress, urgency and safety messages of those ships and, thus, will be unable to communicate with, to receive, or to render assistance.

26. The optimum arrangement would be for ship stations, during their working hours, (a) to maintain a continuous watch on and to have transmit capability on 156.80 Mc/s; (b) to have transmit/receive capability on the intership safety frequency, 156.30 Mc/s; and (c) to have transmit/receive capability on other frequencies necessary for their services. This arrangement, generally, would require sumultaneous watch on two or more frequencies, the number of which would vary depending upon the area and circumstances of operation.

27. Practical and economic considerations, however, are believed to support an arrangement which is less than optimum. For example, ship stations authorized to use VHF shall be capable of operation on the VHF distress, safety and calling frequency, 156.80 Mc/s and the intership safety frequency, 156.30 Mc/s, in addition to other frequencies necessary for their service, however, the capability for a simultaneous watch on two or more frequencies will not be required. This arrangement is in accord with the provisions of the ITU Radio Regulations, Geneva—1959, and the views expressed by the Commission in its report and order in Docket No. 16082, released July 12, 1966. As set forth in its report and order in Docket No. 16081, released July 1, 1966, the Commission will continue to authorize single channel equipment for special purpose use.

28. Port operations: No change is proposed in the definition of port operations. With the redefinition and merging, on very high frequencies, of "Business" and "Operational" communications into the revised category "Commercial Communications" and the increase in number of frequencies available for "Commercial Communications," it is proposed to shift business and operational communications, currently on 156.35, 156.45, 156.50, and 156.55 Mc/s, to frequencies allotted to "Commercial Communications" (156.275, 156.325, 156.675, and 156.725 Mc/s, respectively) and to limit the frequencies 156.35, 156.45, 156.50, and 156.55 Mc/s to port operations, to bring those allotments more closely into accord with Appendix 18 to the ITU Radio Regulations, Geneva—1959. The frequencies which would then be available for port operations are as follows:

Single frequency: 156.35, 156.45, 156.50, 156.55, and 156.70; and

Two frequency: 157.00 (ship)—161.60 (coast) Mc/s.

29. Navigational communications: Widespread use is currently being made of 156.65 Mc/s for the exchange of navigational information, as provided by Part 83, § 83.359. In taking account of the eventual objective sought to be accomplished through such use of 156.65 Mc/s, it is deemed desirable that provision be included in the rules looking to near-future conversion of 156.65 Mc/s exclusively for navigational communications. It is, therefore, proposed that a definition of "Navigational Communications" be included in the rules, as follows:

Navigational communications. Safety communications in the maritime mobile service pertaining to the maneuvering of vessels or the directing of vessel movements. Such communications are primarily for the exchange of information between ship stations and secondarily between ship stations and coast stations.

30. Further, as an interim measure, it is proposed that the table of § 83.359 be amended by the addition of the term "Navigational" opposite 156.65 Mc/s, under the column headed "Authorized communications", as follows:

Channel designator	Frequency Mc/s		Points of communications	Authorized communications
	Ship	Coast		
13	156.65	156.65	Intership and ship to coast.	Navigational (1).

31. Safety—156.30 Mc/s: No change is proposed in regard to allotment or availability for assignment of the intership safety channel 156.30 Mc/s.

ASSIGNMENT OF CHANNELS

32. In regard to the relative status of assignments on current channels, referred to herein as 50 kc/s channels, and those on the newly created channels, referred to herein as 25 kc/s channels, it is proposed:

(a) Operations on presently available VHF radiotelephony (50 kc/s) channels be protected from interference from the 25 kc/s channels until January 1, 1969. In authorizing use of the 25 kc/s channels prior to January 1, 1969, the Commission will limit its approval of applications received to those which provide a minimum of 20 miles geographic separation between the applied-for coast station, on a 25 kc/s channel, and coast station licenses then outstanding on 50 kc/s channels.

(b) During the period between January 1, 1969 and January 1, 1971, the Commission proposes to authorize use of the 25 kc/s channels and will process reports of interference by licensees on 50 kc/s channels on the basis of the facts then existing, with particular attention to the technical measures applied by the respective licensees in cooperation with this Commission program to reduce the channel spacing from 50 kc/s to 25 kc/s.

(c) Effective January 1, 1971, the status of 25 kc/s and 50 kc/s channels will be the same and will be assigned by the Commission on that basis.

33. There now exists the matter of treatment to be accorded use of 25 kc/s channels in geographic areas where VHF is not presently authorized, and where such use is not an extension of an existing system. In such areas, the Commission desires to avoid the circumstance where, unknowingly, a penalty is imposed upon new licensees who purchase new (50 kc/s) VHF equipment, only to discover that that equipment must be modified in one, two, or a few years for the reduced (25 kc/s) channel spacing. The Commission proposes, therefore, under these circumstances, to authorize the use of the 25 kc/s channels, and equipment having only 25 kc/s channel spacing capability, concurrent with availability of the 25 kc/s channels.

FREQUENCY DEVIATION

34. It is proposed to amend Parts 81 and 83 to provide for the reduction of transmitter (modulation) frequency deviation from ±15 kc/s to ±5 kc/s. Inasmuch as:

Many vessels do not operate for a period during midwinter;

A relatively simple adjustment of the transmitter is required to decrease the frequency deviation to ±5 kc/s; and

The audio gain of VHF receiving equipment is, generally, adequate to compensate for the decrease in detector output (between 9 and 10 decibels) associated with and resulting from a reduction of frequency deviation from ±5 kc/s to ±5 kc/s;

it is proposed that effective January 1, 1968, all VHF radiotelephony transmitters, operated in the 156–162 Mc/s band in the maritime mobile service employ a frequency deviation of ±5 kc/s.

FREQUENCY TOLERANCE

35. It is proposed to amend Parts 81 and 83 to provide for the reduction of frequency tolerance applicable to transmitters, operated in the band 156–162 Mc/s, (a) aboard ship stations, from 20 parts in 10^6 (0.002 percent) to 10 parts in 10^6 (0.001 percent); and (b) at coast stations, from 20 parts in 10^6 (0.002 percent) to 2.5 parts in 10^6 (0.00025 percent). Inasmuch as:

VHF maritime mobile radiotelephony equipment in current use, current models on distributors' shelves, and new models now in production, were or have been type accepted for a frequency tolerance of 20 parts in 10^6;

On a statistical basis, many of the ship station VHF transmitting equipments in current use will operate within a frequency tolerance of 10 parts in 10^6;

A lead time of 1½ to 2 years is required by manufacturers if the change in frequency tolerance is to be incorporated into new models of ship station transmitting equipment on an orderly basis;

A somewhat longer period of time should be provided in order to effect modification of ship station VHF transmitters (a) in current use and (b) of current models on distributors' shelves;

The proposed frequency tolerance applicable to coast station transmitters is readily attainable; coast station transmitters may be installed in an operating environment to minimize the range of applicable climatic variation; coast station transmitters are readily accessible to radioservicing personnel; and

The proposed coast station frequency tolerance can simplify the setting of ship station frequency by use of coast station as a sufficiently accurate reference; and

From an operational point of view, there is benefit with small or no penalty to the coast station licensee to implementing the reduced frequency tolerance at coast stations on a date earlier than aboard ship stations;

it is proposed that the frequency tolerances applicable to all VHF radiotelephony transmitters, operated in the 156–162 Mc/s band in the maritime mobile service, be effective on the following dates:

Class of station	*Frequency tolerance (parts in 10^6)*
Ship	[1] 10
Coast	[2] 2.5

[1] The tolerance shown in the table is applicable to types of transmitters first licensed after Jan. 1, 1969, and to all transmitters after Jan. 1, 1971. The tolerance of 20 parts in 10^6 is applicable until Jan. 1, 1971, to types of transmitters licensed before Jan. 1, 1969.

[2] The tolerance shown in the table is applicable to all transmitters after Jan. 1, 1969. A tolerance of 20 parts in 10^6 is applicable until Jan. 1, 1969.

POST-LIMITER AUDIO ROLL-OFF FILTER

36. It is proposed to amend Parts 81 and 83 to provide for the inclusion in all VHF radiotelephony transmitters, operated in the 156–162 Mc/s band in the maritime mobile service, of a post-limiter audio roll-off filter in accordance with the following:

An audio low-pass filter shall be installed between the modulation limiter and the modulated (radiofrequency) stage and, at audiofrequencies between 3 kc/s and 20 kc/s, shall have an attenuation greater than the attenuation at 1 kc/s by at least 60 $\log_{10}$ (f/3) decibels, where "f" is the audiofrequency in kc/s. At audiofrequencies above 20 kc/s the attenuation shall be at least 50 decibels greater than the attenuation at 1 kc/s.

37. On the basis of tests conducted in the land mobile service during the first half of 1966, it is clear that the addition to VHF maritime mobile service radiotelephony transmitters of the post-limiter audio roll-off filter, having characteristics set forth above, will substantially reduce the noise spectra (splatter) radiation of FM transmitters. The reduction in noise spectra radiated is particularly desirable in a 25 kc/s channel spacing environment. On the basis of these tests, the benefits obtained are more than proportionate to the modest cost of the audio filter necessary to obtain that reduction.

38. It is proposed, therefore, that effective January 1, 1971, all VHF radiotelephony transmitters, operated in the 156–162 Mc/s band in the maritime mobile service, be equipped with a post-limiter audio roll-off filter as described above.

VHF RADIO RECEIVING EQUIPMENT

39. On January 1, 1969, under the proposals of this notice, all VHF radiotelephony transmitters, including ship station transmitters operating with a frequency tolerance of 20 parts in 10^6, will radiate signals which are contained within a channel width of 25 kc/s. The VHF radio receivers associated with those transmitters, prior to modification to improve the selectivity, will continue to provide "readable" signals from transmitters using ±5 kc/s frequency deviation. Such receivers, in addition, will accept transmitted signals within a channel width which is greater than 25 kc/s, and possibly within a channel width of 50 kc/s.

40. There is adequate technical basis to anticipate that there will be an operational penalty to continued operation of these unmodified or "wide band" receivers. This penalty will accrue from unwanted and undesired signals by stations on the adjacent 25 kc/s channels, when those channels are implemented. The modification necessary to "narrow band" the selectivity, of reasonably modern equipment, for a channel spacing of 25 kc/s is, generally, limited to the addition of a band pass filter(s) in the intermediate frequency stages of the receiver. This modification can be made concurrently with adjustment or retuning of the detector for operation with a frequency deviation of ±5 kc/s.

41. The presence or absence of transmissions on the adjacent 25 kc/s channels will be largely dependent upon the density of marine operations in that area, a situation which will vary from area to area. In some areas there will be a pressing need to modify receivers for "narrow band" operation, while in other areas there may be less need. As between two licensees, one may decide to accept the adjacent channel signals and not to modify his receiver for 25 kc/s operation. The second licensee, however, may decide not to accept the adjacent channel transmissions and to modify his receiving equipment.

42. In the view of the Commission, it will be desirable for the licensees to modify their VHF receiving equipment for "narrow band" operation. The decision to modify receiving equipment is at the option of the licensee. However, it must be recognized that failure to modify could result in the reception of unwanted signals on the adjacent 25 kc/s channels, when implemented in the area of concern.

43. Turning now to vessels operating internationally, in regard to environments where transmitter frequency deviations of both ±5 kc/s and ±15 kc/s are employed, there will be a difference in receiver audio output level of 9 to 10 decibels, respectively, between the two deviations. In general, this difference may be compensated by adjustment of the receiver "volume" control.

44. In regard to receivers, the receiver with ±15 kc/s detector will satisfactorily demodulate both ±5 kc/s and ±15 kc/s deviations, with audio output levels as stated above. The receiver with ±5 kc/s detector will satisfactorily demodulate the ±5 kc/s deviation, but will not satisfactorily demodulate the ±15 kc/s deviation. For this reason it is expected that those vessels which operate internationally, where both deviations are employed, would postpone modification of receivers for ±5 kc/s until a unified international program is agreed, or would install receivers for both ±15 kc/s and ±5 kc/s frequency deviation.

45. To bring Part 2 into conformity with the foregoing, it is proposed to amend § 2.106, the Table of Frequency Allocations, in regard to the VHF radiotelephony maritime mobile service band 156–162 Mc/s, to include therein: The new 25 kc/s channels; deletion of footnote NG34; allotment of certain of the band-edge frequencies; to redesignate 156.80 Mc/s for "Distress, Safety, and Calling"; and to add a new footnote US ------ regarding availability and use of 156.75 Mc/s. These amendments are set forth below.

46. The proposed amendments to the rules are issued pursuant to the authority contained in sections 4(i) and 303 (a), (b), (c), (e), (f), (g), and (r) of the Communications Act of 1934, as amended.

47. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before April 24, 1967, and reply comments on or before May 8, 1967. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

48. In accordance with the provisions of § 1.419 of the Commission's rules, an original and 14 copies of all statements,

briefs or comments filed shall be furnished the Commission.

Adopted: March 15, 1967.

Released: March 20, 1967.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

In § 2.106, the Table of Frequency Allocations is amended in respect to the bands 156.25–157.45 and 161.775–162.0 Mc/s to read as follows in columns 7 through 11, and a new footnote US_____, is added in appropriate numerical sequence.

Federal Communications Commission

Band (Mc/s)	Service	Class of station	Frequency (Mc/s)	Nature of stations / OF SERVICES
7	8	9	10	11
* * *	* * *	* * *	* * *	* * *
156.250–157.450 (287) (US9) (US77)	MARITIME MOBILE. (NG5)	Coast. Ship.		MARITIME MOBILE.
			156.275	Do.
			156.300	Do.
			156.325	Do.
			156.350	MARITIME MOBILE. (NG24)
			156.375	MARITIME MOBILE.
			156.400	Do.
			156.425	Do.
			156.450	MARITIME MOBILE. (NG24)
			156.475	MARITIME MOBILE.
			156.500	Do.
			156.525	Do.
			156.550	MARITIME MOBILE. (NG24)
			156.575	MARITIME MOBILE.
			156.600	Do.
			156.625	Do.
			156.650	Do.
			156.675	Do.
			156.700	Do.
			156.725	Do.
			156.750	MARITIME MOBILE. (US_____)
			156.800	MARITIME MOBILE. (distress, safety and calling)
			156.850	MARITIME MOBILE.
			156.875	Do.
			156.900	Do.
			156.925	Do.
			156.950	Do.
			156.975	Do.
			157.000	Do.
			157.025	Do.
			157.050	GOVERNMENT.
			157.075	Do.
			157.100	Do.
			157.125	Do.
			157.150	Do.
			157.175	Do.
		Ships.	157.200	MARITIME MOBILE.
			157.225	Do.
			157.250	Do.
			157.275	Do.
			157.300	Do.
			157.325	Do.
			157.350	Do.
			157.375	Do.
			157.400	Do.
			157.425	Do.
* * *	* * *	* * *	* * *	* * *
161.775–162.000	MARITIME MOBILE. (NG5)	Coast.		Coast (NG26).
			161.800	Do.
			161.825	Do.
			161.850	Do.
			161.875	Do.
			161.900	Coast.
			161.925	Do.
			161.950	Do.
			161.975	Do.
			162.000	Do.
* * *	* * *	* * *	* * *	* * *

US_____ The frequency 156.75 Mc/s is available for assignment to non-Government and Government stations, in accordance with an agreed plan, for the broadcasting of information of immediate concern to mariners, including current and forecast weather conditions, time signals, sea conditions, notices to mariners, and hazards to navigation.

[F.R. Doc. 67-3210; Filed, Mar. 23, 1967; 8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

CANNED MUSHROOMS

Importation Directly From Republic of Korea; Available Certifications by Government

Notice is hereby given that certificates of origin issued by the Ministry of Commerce and Industry of the Republic of Korea under procedures agreed upon between that Government and the Office of Foreign Assets Control in connection with the Foreign Assets Control Regulations are now available with respect to the importation into the United States directly, or on a through bill of lading, from Korea of the following additional commodity:

Mushrooms, canned.

[SEAL] MARGARET W. SCHWARTZ
Director,
Office of Foreign Assets Control.

[F.R. Doc. 67-3252; Filed, Mar. 23, 1967; 8:47 a.m.]

DEPARTMENT OF DEFENSE

Office of the Secretary of Defense

SUPPORT OF HEADQUARTERS OF UNIFIED, SPECIFIED AND SUBORDINATE UNIFIED COMMANDS

Responsibility of Military Departments

The Deputy Secretary of Defense approved the following on March 16, 1967:

1. Pursuant to the authority vested in the Secretary of Defense by 10 U.S.C. 124, the military departments indicated below shall be responsible for providing or arranging for the administrative and logistic support of the headquarters of the corresponding unified or specified command:

Unified command	Military department	Effective date
U.S. European	Army	Sept. 15, 1958
Alaskan	Air Force	Dec. 1, 1958
U.S. Southern	Army	Do.
Atlantic	Navy	Jan. 1, 1959
Continental Air Defense	Air Force	Do.
Pacific	Navy	Do.
U.S. Strike	Air Force	Oct. 17, 1961
SPECIFIED COMMAND		
Strategic Air	Air Force	Jan. 1, 1959

2. The same departmental support responsibility for the headquarters of a unified command extends to the headquarters of all subordinate unified commands established within a unified command.

3. Inter-Service support arrangements currently in effect may be continued, or new arrangements made, as mutually agreeable to commanders and Services involved; the supporting military department will be kept advised of these arrangements, and the approval by the supporting military department will be required for new arrangements.

4. DoD Directive 3100.3, dated February 21, 1964 is canceled.

MAURICE W. ROCHE,
Director, Correspondence and Directives Division, OASD (Administration).

MARCH 17, 1967.

[F.R. Doc. 67-3226; Filed, Mar. 23, 1967; 8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CHIEF, DIVISION OF BASE OPERATIONS, BOISE INTERAGENCY FIRE CENTER

Redelegation of Authority Regarding Contracts and Leases

SECTION 1. *Authority.* Pursuant to the authority contained in section 2 of Order No. 698, Amendment No. 12, dated August 22, 1966, of the Bureau of Land Management, the Chief, Division of Base Operations, Boise Interagency Fire Center, is hereby redelegated the authority contained in section 1(b)(6) of said order.

The above delegation is effective March 16, 1967, and may not be redelegated.

ROGER R. ROBINSON,
Director,
Boise Interagency Fire Center.

MARCH 21, 1967.

[F.R. Doc. 67-3243; Filed, Mar. 23, 1967; 8:46 a.m.]

ALL PUBLIC LAND STATES

Revised Notice of Proposed Withdrawal and Reservation of Lands

MARCH 21, 1967.

The Bureau of Land Management has revised its application for withdrawal, notice of which was published in the FEDERAL REGISTER on page 2588 of the issue for February 7, 1967, and amended by notice published on page 4030 of the issue of March 14, 1967.

The foregoing application requested withdrawal of all public lands which are valuable or prospectively valuable for geothermal steam, from all appropriations under the public land laws, including without limitation, the mining laws and the mineral leasing laws.

The foregoing application has been superseded by a revised application which:

(1) Requests the immediate withdrawal of the public and acquired lands described herein as valuable for geothermal resource development because they are lands in which there are favorable exploratory wells or favorable surface indications of geothermal anomaly, such as geysers, fumaroles, or thermal springs of high temperature, or geophysically favorable extensions thereof; and

(2) Provides for the future withdrawal of the public and acquired lands hereafter determined to be potentially valuable for geothermal resource development.

Lands which would be withdrawn in accordance with the revised application, either immediately or in the future, would be withdrawn from all forms of settlement, location, sale, selection, entry, lease, appropriation, and other forms of disposal except under (a) the laws governing the use of lands under lease, license or permit, or (b) the laws governing the disposal of mineral or vegetative resources by lease, license or permit: *Provided*, That leases, licenses, or permits will be issued only if the Secretary of the Interior finds that the proposed use of the lands will not adversely affect the geothermal resource nor hinder its development and utilization.

The lands which the revised application requests be immediately withdrawn by reason of their being valuable for geothermal resource development are the available public domain and acquired lands within the areas described as follows:

CALIFORNIA

CALISTOGA GEOTHERMAL AREA

T. 8 N., R. 6 W., MDM.
Secs. 5, 6.
T. 9 N., R. 6 W.,
Secs. 31, 32.
T. 8 N., R. 7 W.,
Sec. 11.
T. 9 N., R. 7 W.,
Secs. 25, 36.

LAKE CITY GEOTHERMAL AREA

T. 43 N., R. 15 E., MDM.
Secs. 1, 12.
T. 44 N., R. 15 E.,
Secs. 11 through 14, 23 through 26, 35, 36.
T. 43 N., R. 16 E.,
Secs. 1 through 24.
T. 44 N., R. 16 E.,
Secs. 7, 8, 15 through 22, 26 through 35.
T. 43 N., R. 17 E.,
Secs. 7, 18.

LASSEN GEOTHERMAL AREA

T. 29 N., R. 4 E., MDM.
Secs. 1 through 36.
T. 30 N., R. 4 E.,
Secs. 31 through 36.
T. 29 N., R. 5 E.,
Secs. 1 through 36.

T. 30 N., R. 5 E.,
Secs. 31, 32.
T. 29 N., R. 6 E.,
Secs. 1 through 36.
T. 30 N., R. 16 E.,
Secs. 29 through 36.

MONO—LONG VALLEY GEOTHERMAL AREA

T. 1 N., R. 26 E., MDM,
Secs. 1 through 18, 20 through 29, 32 through 36.
T. 2 N., R. 26 E.,
Secs. 1 through 4, 8 through 36.
T. 3 N., R. 26 E.,
Secs. 25, 35, 36.
T. 1 N., R. 27 E.,
Secs. 1 through 36.
T. 2 N., R. 27 E.,
Secs. 1 through 36.
T. 3 N., R. 27 E.,
Secs. 13 through 15, 19 through 36.
T. 1 N., R. 28 E.,
Secs. 1 through 36.
T. 2 N., R. 28 E.,
Secs. 3 through 10, 14 through 36.
T. 3 N., R. 28 E.,
Secs. 19, 29 through 33.
T. 1 N., R. 29 E.,
Secs. 6, 7, 17 through 20, 29 through 33.
T. 2 N., R. 29 E.,
Sec. 31.
T. 1 S., R. 26 E.,
Secs. 1 through 5, 8 through 16, 21 through 28, 33 through 36.
T. 2 S., R. 26 E.,
Secs. 1 through 4, 9 through 16, 22 through 27, 34 through 36.
T. 3 S., R. 26 E.,
Secs. 1 through 3, 10 through 15, 23 through 26, 35, 36.
T. 4 S., R. 26 E.,
Secs. 1, 12.
T. 1 S., R. 27 E.,
Secs. 1 through 36.
T. 2 S., R. 27 E.,
Secs. 1 through 36.
T. 3 S., R. 27 E.,
Secs. 1 through 36.
T. 4 S., R. 27 E., MDM,
Secs. 1 through 29.
T. 1 S., R. 28 E.,
Secs. 1 through 36.
T. 2 S., R. 28 E.,
Secs. 1 through 36.
T. 3 S., R. 28 E.,
Secs. 1 through 36.
T. 4 S., R. 28 E.,
Secs. 1 through 36.
T. 1 S., R. 29 E.,
Secs. 4 through 9, 15 through 22, 26 through 35.
T. 2 S., R. 29 E.,
Secs. 1 through 36.
T. 3 S., R. 29 E.,
Secs. 1 through 36.
T. 4 S., R. 29 E.,
Secs. 1 through 34.
T. 2 S., R. 30 E.,
Secs. 18, 19, 30 through 32.
T. 3 S., R. 30 E.,
Secs. 5 through 9, 16 through 21, 28 through 33.
T. 4 S., R. 30 E.,
Secs. 5 through 8, 17 through 19.

SALTON SEA GEOTHERMAL AREA

T. 10 S., R. 12 E., SBM,
Secs. 13 through 16, 21 through 28, 33 through 36.
T. 11 S., R. 12 E.,
Secs. 1 through 3, 10 through 14, 23 through 25, 36.
T. 10 S., R. 13 E.,
Secs. 13 through 36.
T. 11 S., R. 13 E.,
Secs. 1 through 36.
T. 12 S., R. 13 E.,
Secs. 1 through 12.
T. 11 S., R. 14 E.,
Secs. 7, 18, 19, 29 through 32.
T. 12 S., R. 14 E.,
Secs. 5 through 8, 17, 18.

GEYSERS—SULPHUR BANK GEOTHERMAL AREA

T. 11 N., R. 7 W., MDM,
Secs. 5 through 7, 18.
T. 12 N., R. 7 W.,
Secs. 1 through 11, 14 through 23, 27 through 33.
T. 13 N., R. 7 W.,
Secs. 4 through 10, 15 through 23, 26 through 36.
T. 14 N., R. 7 W.,
Secs. 31, 32.
T. 11 N., R. 8 W.,
Secs. 1through 24, 26 through 34.
T. 12 N., R. 8 W.,
Secs. 1 through 36.
T. 13 N., R. 8 W.,
Secs. 1 through 36.
T. 14 N., R. 8 W.,
Secs. 31 through 36.
T. 11 N., R. 9 W.,
Secs. 1 through 3, 10 through 15, 23 through 25.
T. 12 N., R. 9 W.,
Secs. 1 through 4, 9 through 16, 21 through 28, 33 through 36.
T. 13 N., R. 9 W.,
Secs. 1, 10 through 15, 21 through 28, 33 through 36.

WENDEL—AMEDEE GEOTHERMAL AREA

T. 28 N., R. 15 E., MDM,
Sec. 1.
T. 29 N., R. 15 E.,
Secs. 13, 14, 22 through 27, 36.
T. 28 N., R. 16 E.,
Secs. 4 through 9, 17, 18.
T. 28½ N., R. 16 E.,
Secs. 31 through 33.
T. 29 N., R. 16 E.,
Secs. 18 through 20, 29 through 33.
Total acreage in California—838,400.

NEVADA

STEAMBOAT SPRINGS GEOTHERMAL AREA

T. 17 N., R. 20 E., MDM,
Secs. 4, 5.
T. 18 N., R. 20 E.,
Secs. 20, 21, 27 through 29, 32 through 34.

BEOWAWE GEOTHERMAL AREA

T. 31 N., R. 47 E., MDM,
Secs. 13, 24.
T. 31 N., R. 48 E.,
Secs. 1 through 5, 7 through 12, 15 through 20.
T. 31 N., R. 49 E.,
Sec. 6.

BRADY SPRINGS GEOTHERMAL AREA

T. 22 N., R. 26 E., MDM,
Secs. 1 through 4, 9 through 16, 21 through 27.
T. 23 N., R. 26 E.,
Secs. 34 through 36.
T. 22 N., R. 27 E.,
Secs. 6 through 8, 17 through 19, 30.
T. 23 N., R. 27 E.,
Sec. 31.
Total acreage in Nevada—38,400.

IDAHO

YELLOWSTONE GEOTHERMAL AREA

T. 12 N., R. 45 E., Boise M.,
Secs. 2, 3, 10, 11, 14, 15, 22, 23, 26, 27, 34, 35.
T. 13 N., R. 45 E., Boise M.,
Secs. 2, 3, 10, 11, 14, 15, 22, 23, 26, 27, 34, 35.
T. 14 N., R. 45 E., Boise M.,
Sec. 34.
Total acreage in Idaho—16,000.

MONTANA

YELLOWSTONE GEOTHERMAL AREA

T. 14 S., R. 5 E., P.M.,
Secs. 3, 4, 9, 10, 15, 16, 21, 22, 27, 28, 33, 34.
T. 15 S., R. 5 E., P.M.,
Secs. 3, 4, 9, 10, 15, 16, 21, 22, 27, 28, 34.
T. 9 S., R. 8 E., P.M.,
Secs. 22, 23, 24.
T. 9 S., R. 9 E., P.M.,
Secs. 19, 20, 21.
Total acreage in Montana—17,920.

NEW MEXICO

BACA LOCATION NO. 1 GEOTHERMAL AREA

T. 18 N., R. 3 E., NMPM, N½.
T. 19 N., R. 3 E.,
All.
T. 20 N., R. 3 E.,
Secs. 4, 8, 9, 16, 17, 19 through 21, 28 through 33.
T. 18 N., R. 4 E.,
Secs. 2 through 10, 17, 18.
T. 21 N., R. 4 E.,
Secs. 25, 35, 36.
T. 21 N., R. 5 E.,
Secs. 29 through 33.
All of the Baca Location No. 1 Land Grant lying in Tps. 19, 20, and 21 N., Rs. 3, 4, and 5 E., NMPM unsurveyed.
All of the Canyon De San Diego Land Grant lying in T. 19 N., R. 3 E., NMPM.
Total acreage in New Mexico—140,180.

The foregoing lands are temporarily segregated in accordance with 43 CFR 2311.1–2(a).

Lands potentially valuable for geothermal resource development are those areas that may be considered within current knowledge to have relatively high potential for economic development of geothermal resources. Lands which in the future are determined to be potentially valuable for geothermal resource development will be deemed to be temporarily segregated as of the time a notation is made on the tract books that the lands have been classified as potentially valuable for geothermal resource development by the Geological Survey and will be deemed to be withdrawn when a notice of such notation is filed with the FEDERAL REGISTER.

Until April 30, 1967, all persons who wish to submit comments, suggestions, or objections in connection with the revised application may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Washington, D.C. 20240.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the revised application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are all public and acquired lands which are valuable or potentially valuable for geothermal resources.

JOHN O. CROW,
Acting Director.

[F.R. Doc. 67-3244; Filed, Mar. 23, 1967; 8:46 a.m.]

ALL PUBLIC LAND STATES

Notice of Partial Termination of Proposed Withdrawal and Reservation of Lands

Notice of an application dated February 3, 1967, for withdrawal and reservation of lands was published as F.R. Doc. No. 67-1461 on page 2588 of the issue for February 7, 1967. The applicant agency amended its application on March 21, 1967. Therefore, pursuant to the regulations contained in 43 CFR Subpart 2311, at 10 a.m., on March 24, the segregative effect of the February 3, 1967, application will be terminated except to the extent it was continued in the amendment of March 21, 1967.

JOHN O. CROW,
Acting Director.

MARCH 21, 1967.

[F.R. Doc. 67-3248; Filed, Mar. 23, 1967; 8:47 a.m.]

STANLEY MILTON SWANSON

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of March 14, 1967.

Dated: March 14, 1967.

S. M. SWANSON.

[F.R. Doc. 67-3237; Filed, Mar. 23, 1967; 8:46 a.m.]

OIL

Puerto Rico and Virgin Islands; Imports and Exports; Hearing

Notice of public hearing imports of crude oil, unfinished oils, and finished products into Puerto Rico and shipments of unfinished oils and finished products from Puerto Rico and the Virgin Islands.

There are presently pending in the Department several applications for allocations of imports of crude oil and unfinished oils into Puerto Rico to be utilized as feedstocks for both established and proposed petrochemical facilities and for a proposed refinery. There is also pending an application for an allocation to import finished products into Districts I–IV from a refinery located in the Virgin Islands.

In view of these applications and the representations by the Commonwealth of Puerto Rico and the Government of the Virgin Islands of their objectives for the immediate future as they relate to petroleum refining and petrochemicals production, the Department has decided to hold a public hearing in order to receive comments and testimony on all phases of the mandatory oil import program relating to imports into Puerto Rico of crude oil, unfinished oils, and finished products and of the impact on Districts I–IV and V of shipments of petroleum products from Puerto Rico and the Virgin Islands.

The hearing will be held on Thursday, April 20, 1967, beginning at 10 a.m. e.s.t., in the auditorium of the Interior Building, 19th and C Streets NW., Washington, D.C. Elmer L. Hoehn, Administrator, Oil Import Administration, will preside at the hearing.

Persons desiring to testify at the hearing should by Monday, April 17, 1967, notify the Administrator, Oil Import Administration, Department of the Interior, Washington, D.C. 20240.

Written comments and statements in copies of five (5) also may be submitted to the Administrator.

STEWART L. UDALL,
Secretary of the Interior.

MARCH 21, 1967.

[F.R. Doc. 67-3295; Filed, Mar. 23, 1967; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Forest Service

DESOLATION VALLEY

Proposal and Hearing Announcement

Notice is hereby given in accordance with the provisions of the Wilderness Act of September 3, 1964 (P.L. 88-577; 78 Stat. 890, 892; 16 U.S.C. 1131, 1132), that a public hearing will be held beginning at 9 a.m., on April 26, 1967, in County Planning Commission Room, County Office Center, 2850 Cold Spring Road, Placerville, Calif., on a proposal for a recommendation to be made by the Secretary of Agriculture to the President of the United States that a recommendation be submitted to Congress for the establishment of the Desolation Valley Wilderness, comprising about 64,097 acres, including most of the Desolation Valley Primitive Area, and six contiguous areas. The proposed Desolation Valley Wilderness is located within the Eldorado National Forest, El Dorado County, State of California.

A brochure containing a map and information about the proposed Wilderness may be obtained from the Forest Supervisor, Eldorado National Forest, Placerville, Calif. 95667, or the Regional Forester, Appraiser's Building, 630 Sansome Street, San Francisco, Calif. 94111.

Individuals and organizations are invited to express their views by appearing at the hearing or may submit written comments for inclusion in the official record to Regional Forester, Appraiser's Building, 630 Sansome Street, San Francisco, Calif. 94111, by May 26, 1967.

A. W. GREELEY,
Associate Chief, Forest Service.

[F.R. Doc. 67-3241; Filed, Mar. 23, 1967; 8:46 a.m.]

Office of the Secretary

GREAT PLAINS CONSERVATION PROGRAM

Applicability in Jackson County, Okla.

Designation of county within the Great Plains area of the 10 Great Plains States where the Great Plains Conservation Program is specifically applicable.

For the purpose of making contracts based upon an approved plan of farming operations pursuant to the Act of August 7, 1956 (70 Stat. 1115, 16 U.S.C. 590p(b)), as amended, the following county in the following State is designated as susceptible to serious wind erosion by reason of its soil types, terrain, and climatic and other factors.

OKLAHOMA

Jackson.

Done at Washington, D.C., this 21st day of March 1967.

JOHN A. BAKER,
Assistant Secretary.

[F.R. Doc. 67-3242; Filed, Mar. 23, 1967; 8:46 a.m.]

DEPARTMENT OF COMMERCE

National Bureau of Standards

ELECTROMAGNETIC MEASUREMENTS AND STANDARDS

Notice of Offering of Course

A 2-week course in Electromagnetic Measurements and Standards will be offered at Boulder, Colo., August 7–18, 1967, by the Radio Standards Laboratory of the National Bureau of Standards Institute for Basic Standards in association with the Bureau of Continuation Education of the University of Colorado.

The course is intended for professional staff members of industry, university, military, and other government facilities whose responsibilities include precision measurements, standards, quality assurance, and control, etc. Topics will include: (1) A review of basic electromagnetic and circuit theory; and (2) the specification of fundamental electromagnetic standards (such as power, pulse quantities, attenuation, and noise), their operational realization, and their use. Emphasis will be placed on instruments and measurements used by leading standards laboratories to obtain the highest precision and accuracy. Sufficient theory of measurements and errors will be included so that the students may understand the concepts as applied in the course and may use these concepts to analyze other instruments and measurements.

The prerequisites are education equivalent to a B.S. degree in electrical engineering or engineering physics, and a year or more of actual working experience. Tuition is $200.

Registration will be limited and early application should be made to insure consideration. Registration will be closed July 15, 1967. Further details and registration forms will be available March 15, 1967, from: The Bureau of

Continuation Education, Room 328, University Memorial Center, University of Colorado, Boulder, Colo.

Dated: March 13, 1967.

A. V. ASTIN,
Director.

[F.R. Doc. 67-3225; Filed, Mar. 23, 1967; 8:45 a.m.]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

ADMINISTRATOR, SMALL BUSINESS ADMINISTRATION

Delegation of Authority

The Administrator, Small Business Administration, is hereby authorized to:

1. Exercise the power and authority of the Secretary of Housing and Urban Development to make and administer loans to finance rehabilitation under section 312 of the Housing Act of 1964, as amended (42 U.S.C. 1452b), to owners or tenants of nonresidential property in an urban renewal area or an area in which a program of concentrated code enforcement activities is being carried out pursuant to section 117 of the Housing Act of 1949, as amended (42 U.S.C. 1468).

2. Redelegate any of the power and authority herein delegated to officers of the Small Business Administration.

(Sec. 312(f), Housing Act of 1964, as amended, 42 U.S.C. 1452b(f))

Effective date. This delegation of authority shall be effective as of March 20, 1967.

ROBERT C. WEAVER,
Secretary of Housing and Urban Development.

[F.R. Doc. 67-3259; Filed, Mar. 23, 1967; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 17810, etc.; Order E-24871]

ALLENTOWN-BETHLEHEM-EASTON AND TRANS WORLD AIRLINES, INC.

Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of March 1967.

Application of Allentown-Bethlehem-Easton, Docket 17810, pursuant to section 401 of the Federal Aviation Act of 1958, as amended; petition of Allentown-Bethlehem-Easton, Docket 17811, for an order to show cause, or, in the alternative, an expedited hearing; and application of Trans World Airlines, Inc., Docket 17861, to delete Allentown-Bethlehem-Easton, Pa., as an intermediate point on Route 2.

On October 12, 1966, the Lehigh-Northampton Airport Authority, representing the cities of Allentown, Bethlehem, and Easton, and the counties of Lehigh and Northampton, Pa. (ABE), filed an application in Docket 17810 requesting that the Board terminate TWA's authority at ABE [1] and substitute Allegheny's service for TWA's by certificating ABE as an intermediate point on segments 3 and 6 of Allegheny's Route 97. Concurrently, ABE filed a petition in Docket 17811 requesting the Board to issue an order to show cause why Allegheny's service should not be substituted for TWA's service at ABE which would, among other things, provide ABE with "direct single-plane service to Boston." In the alternative, ABE requested an expeditious hearing on its application in Docket 17810.

On October 21, 1966, TWA filed an application requesting termination of its authority to serve ABE as an intermediate point on Route 2.

In support of its application and petition, ABE stresses the need for direct air service to Pittsburgh and Boston and its willingness to permit deletion of trunkline service without "extensive and time-consuming litigation" in order to get improved air service without waiting for a final Board decision in the Allegheny Airlines Route 97 Investigation, Docket 17436.[2]

Allegheny and TWA support ABE's application and its petition for a show cause order while United opposes ABE's petition.

Allegheny, in substance, states that the issues raised by ABE are relatively simple and noncontroversial and can be heard in a separate, expedited proceeding without detracting from the basic objectives of the Route 97 Investigation as they relate to ABE. TWA contends that the question of substituting Allegheny's service for TWA at ABE is not an integral part of the Route 97 Investigation and could be heard separately in an uncomplicated proceeding.

United objects to the issuance of a show cause order because the questions raised by ABE's proposal are "too complex" to be disposed of without a full evidentiary hearing. According to United, it has the "sole responsibility" for servicing the ABE-Pittsburgh and ABE-New York markets because TWA is not a factor in either market and the available traffic volume is not sufficient to support operations by two "active" carriers. United believes that the deletion-substitution issue should be heard in the Route 97 Investigation.

After full consideration of the issues raised by ABE's application and petition, TWA's application and the responsive pleadings filed, the Board tentatively finds and concludes that Allegheny's certificate for Route 97 should be amended to add ABE as an intermediate point on Segments 3 and 6, that TWA's certificate for Route 2 should be amended to delete therefrom ABE as an intermediate point,[3] and that those portions of Allegheny flights between the point served immediately before ABE and the point served immediately after ABE shall be ineligible for subsidy. Interested persons will be given 20 days from the date of service of this order to show cause why the tentative findings and conclusions reached herein should not be made final.

Although neither Allegheny nor TWA submitted economic data to support the request that ABE service be provided by Allegheny instead of TWA, the Board's independent analysis indicates that service to ABE by Allegheny would not increase the carrier's subsidy need and would probably result in an appreciable reduction in its system subsidy requirement. We also believe that substitution of Allegheny for TWA at ABE will result in significantly improved service benefits for ABE passengers in key markets without any seriously adverse financial or competitive impact on another carrier.

At the present time ABE is served by three trunkline carriers. Eastern provides north-south service and TWA and United provide east-west service.[4] Both TWA and United provide ABE with service to New York and Pittsburgh. United provides through-plane service beyond Pittsburgh to Cleveland, Chicago, and Salt Lake City while TWA provides a one round trip turnaround service between New York and Pittsburgh through Harrisburg.[5] United uses B-727, Viscount and DC-6B aircraft and TWA's service is with Constellation aircraft.

By adding ABE as a common point on Allegheny's Segments 3 and 6 and assuming that Allegheny will route two existing flights now operated in Pittsburgh-New York/New England markets through ABE, it is estimated that Allegheny will carry an additional 27,806 passengers annually and provide markedly improved services for ABE in these markets (Appendices B and C).[5a,6] The volume of traffic which we expect Allegheny's service at ABE to generate will produce $448,593 in total commercial revenues and operating expenses of $343,682[7] for an operating gain of $104,911 (Appendix D).[5a] After computation for return and taxes, the net financial gain for Allegheny is estimated at $90,195 (Appendix D).[5a] Of course, in the absence of a

[1] ABE is an intermediate point on TWA's Route 2.

[2] In the Route 97 Investigation, the Board has placed in issue the question of whether ABE should be added to Allegheny's Route 97 in such a manner as to provide for single-plane service between ABE and Boston, Buffalo, Cleveland, and Detroit. Order E-23856, June 23, 1966.

[3] Termination of TWA's authority to serve ABE will not be made final until Allegheny is authorized to serve ABE.

[4] ABE is the only city in Pennsylvania now receiving certificated air service which is not served by Allegheny.

[5] OAG, January 1967.

[5a] Appendices A, B, C, and D filed as part of original document.

[6] It appears that the flights selected to serve ABE (App. B)[5a] have sufficient available space to accommodate this traffic in addition to traffic now being carried.

[7] Allegheny's aircraft operating expenses were computed on a circuity mileage basis and not total mileage operated because of the assumption that ABE will be served on existing flights.

service proposal, traffic forecast, and costing analysis by Allegheny, the Board was forced to base its projections on its own assumptions as to how Allegheny would provide the new service. Hence, the Board's calculations are not as reliable as they might have been had Allegheny submitted an operating proposal. While Allegheny may not realize the full $90,000 subsidy reduction, we believe that the Board study is accurate enough to indicate that the ABE operations will probably decrease the carrier's subsidy need.

Aside from subsidy implications, the proposed service has the potential for a significant improvement in public benefits. An important city in eastern Pennsylvania will receive for the first time in 6 years single-plane service to major New England cities [8] without any impairment of service to its other principal communities of interest, and over 20,000 passengers will receive one additional round-trip service in the important New York and Pittsburgh markets and either single-plane or single-carrier service in other Allegheny markets without any significant diversionary impact on any other carrier.[9] Moreover, the deletion of TWA's service at ABE will not result in any appreciable passenger inconvenience. The local passengers now carried by TWA in the ABE-New York/Pittsburgh markets will be accommodated without difficulty on Allegheny's services. Less than 1,400 on-line, connecting passengers now carried on TWA's ABE services will be inconvenienced and then only to the extent that these beyond passengers will be interline rather than on-line connecting passengers at the Pittsburgh and New York gateways. The important point is that TWA's turnaround service in the ABE-New York/Pittsburgh markets is actually a local service which will be replaced on a point to point basis by Allegheny. Further, after ABE is deleted from TWA's Route 2, TWA will be able to focus its energies on the continuing development of traffic in its long haul markets unimpeded by service obligations in ABE's relatively short haul markets in which Allegheny can be expected to offer services tailored to the specific needs of the short haul passenger.

We are not persuaded by United's contention that traffic in the ABE east-west markets is not sufficient for two "active" carriers. The ABE east-west markets generated a total of 87,000 passengers in 1965 and, by 1967, it is anticipated that these markets will generate over 100,000 passengers without any service improvements. Moreover, substitution of the services of Allegheny, a regionally oriented carrier, for those of TWA, a long haul trunkline, should provide a competitive spur in the markets affected for the benefit of the public.

The action which we propose to take herein is in harmony with our policy to act affirmatively in situations which hold promise for route strengthening for local service carriers where it appears that the public will benefit substantially.[10] Since our independent analysis indicates that Allegheny's ABE operations will result in a financial gain for the carrier, we will impose a condition in Allegheny's certificate which will provide that the services operated at ABE be on a subsidy free basis.[11]

In granting interested persons the opportunity to show cause why our tentative findings and conclusions should not be adopted, we expect such persons to support their objections with detailed answers, specifically setting forth the tentative findings and conclusions to which objection is taken. Such objections should be accompanied by arguments of fact or law supported by legal precedent or detailed economic analysis.

Accordingly, it is ordered, That:

1. A proceeding be, and hereby is, instituted in Docket 17811 pursuant to section 401(g) of the Federal Aviation Act of 1958, as amended, to determine whether the public convenience and necessity require, and the Board should order, the amendment of the certificates of public convenience and necessity now held by Allegheny and TWA so as to authorize the following:

(a) A new segment 3 on Route 97 to read as follows:

Between the terminal point Pittsburgh, Pa., the intermediate points Johnstown, Altoona, and Harrisburg-York, Pa., and (a) beyond Harrisburg-York, the intermediate point Hazleton, Pa., and the terminal point Scranton-Wilkes-Barre, Pa., and (b) beyond Harrisburg-York, the coterminal points Washington, D.C., and Baltimore, Md., (c) beyond Harrisburg-York the intermediate point Allentown-Bethlehem-Easton, Pa., and the coterminal points New York, N.Y., Newark, N.J., and (d) beyond Harrisburg-York, the intermediate points Lancaster, Pa., Philadelphia, Pa.-Camden, N.J., and (i) beyond Philadelphia, Pa.-Camden, N.J., the coterminal points New York, N.Y. and Newark, N.J. and (ii) beyond Philadelphia, Pa.-Camden, N.J. the terminal point Atlantic City, N.J.

(b) A new segment 6 on Route 97 to read as follows:

Between the terminal point Pittsburgh, Pa., the intermediate point Johnstown, Altoona, Clearfield-DuBois-Phillipsburg, Bellefonte-State College, Williamsport, Hazelton, Scranton-Wilkes-Barre, Pa., Allentown-Bethlehem-Easton, Pa., and (a) beyond Allentown-Bethlehem-Easton, the coterminal points Newark, N.J., and New York, N.Y., and (b) beyond Allentown-Bethlehem-Easton, the intermediate points Bridgeport, and New Haven, Conn., Hartford, Conn.-Springfield, Mass., New London, Conn., and Providence, R.I., and the terminal points Boston, Mass.

(c) A Condition (10) should be added to Allegheny's certificate to read as follows:

Services performed over Segments 3 and 6 to and from Allentown-Bethlehem-Easton, Pa., shall be ineligible for subsidy to the extent that, first, in determining subsidy payments for Allegheny, Allentown-Bethlehem-Easton, Pa., shall not be deemed a "station" or "airport" and second, those portions of flights serving Allentown-Bethlehem-Easton, Pa., between the point served immediately prior to and immediately after Allentown-Bethlehem-Easton, Pa., shall be ineligible for subsidy and the operating statistics related to such portions of flights shall not be considered in any subsidy computation.

(d) The deletion or suspension of Allentown-Bethlehem-Easton, Pa., as an intermediate point on TWA's Route 2.

2. All interested persons are directed to show cause why the Board should not issue an order making final the tentative findings and conclusions stated herein and issue to Allegheny and TWA certificates of public convenience and necessity amended in the manner set forth in ordering paragraph 1 above;

3. Any interested persons having objection to issuance of an order making final the proposed findings, conclusions, and certificate amendments set forth herein shall, within 20 days after service of a copy of this order, file with the Board and serve upon all persons made parties to this proceeding a statement of objections together with a summary of testimony, statistical data, and other evidence expected to be relied upon to support the stated objections;

4. If timely and properly supported objections are filed, full consideration will be accorded the matters or issues raised by the objections before further action is taken by the Board; [12]

5. In the event no objections are filed, all further procedural steps will be deemed to have been waived, and the case will be submitted to the Board for final action; and

6. A copy of this order shall be served upon the following persons who are hereby made parties to this proceeding: Allegheny Airlines, Inc., Eastern Air Lines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., the cities of Allentown, Bethlehem, and Easton, Pa., the counties

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[8] ABE does not now receive through-plane service beyond New York to New England points. Although United has authority to provide single-plane service between ABE and Hartford, Providence, or Boston, it has not provided this service since 1961.

[9] While Allegheny's service will divert some revenue from United, this will more than likely be offset by anticipated market growth within a year. Although under the ABE authority proposed, Allegheny could provide service in the ABE-Washington and ABE-Scranton-Wilkes-Barre markets, this does not present a significant competitive threat to Eastern because Eastern has nonstop authority in the major ABE-Washington market while Allegheny would have a mandatory stop at Harrisburg and the traffic generated in the ABE-Scranton-Wilkes-Barre market is minimal.

[10] See orders E-23897, July 5, 1966, and E-23957, July 15, 1966.

[11] Class Rate III-A was reopened as of Jan. 1, 1967 (Order E-24562, Dec. 27, 1966), and as of this date Class Rate IV has not been promulgated. Should the final order in the instant case issue subsequent to promulgation of Class Rate IV, any awards granted in accordance with the tentative findings made herein would, of course, be subject to such ad hoc provisions as are contained in the Class Rate IV order.

[12] All motions and/or petitions for reconsideration shall be filed within the period allowed for filing objections and no further such motions, requests, or petitions for reconsideration of this order will be entertained. Nor shall the filing of any such motions, requests, or petitions for reconsideration operate to stay the effectiveness of paragraph 3.

of Lehigh and Northampton, Pa., and the Lehigh-Northampton Airport Authority.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 67-3249; Filed, Mar. 23, 1967; 8:47 a.m.]

[Docket No. 16766]

NORTH CENTRAL AIRLINES, INC.

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on April 6, 1967, at 10 a.m., e.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Barron Fredricks.

Dated at Washington, D.C., March 20, 1967.

[SEAL] FRANCIS W. BROWN, *Chief Examiner.*

[F.R. Doc. 67-3250; Filed, Mar. 23, 1967; 8:47 a.m.]

FEDERAL MARITIME COMMISSION

FAR EAST CONFERENCE AND PACIFIC WESTBOUND CONFERENCE

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763; 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Eikan Turk, Jr., Esquire, Burlingham, Underwood, Barron Wright and White, 25 Broadway, New York, N.Y. 10004.

Agreement 8200-2, between the member lines of the Far East Conference (FEC) and the Pacific Westbound Conference (PWC), is a result of the Federal Maritime Commission's decision of July 28, 1965, in Docket 872: "Joint Agreement Between * * * the Far East Conference and * * * the Pacific Westbound Conference," 8 PMC 553 (1965), wherein member lines of both Conferences were directed to cease and desist from carrying out certain agreements supplementary to Agreement 8200 until such time as appropriate modifications had been filed with, and approved by, the Commission.

The purpose of Agreement 8200-2 is to describe the nature and extent of the cooperative rate making action to be pursued by the two Conferences upon approval, and to detail the procedures by which such action will be taken.

By virtue of approved Agreement 17, the FEC is authorized to establish the rates, rules, and regulations pertaining to the carriage of cargo from Atlantic and Gulf ports of the United States to Japan, Korea, Okinawa, Philippines, Hong Kong, Formosa, and South Viet Nam. By substantially similar authority in the form of Agreement 57, the PWC enjoys the same prerogatives with respect to cargo moving from Pacific Coast ports to the same destinations.

In addition to outlining the procedures for the conduct of joint meetings between the two conferences, Agreement 8200 details how the business of the two conferences is to be conducted between meetings; what information is to be transmitted between each; what rate actions each may take in response to rate actions of the other; and an understanding as to the freight rate differentials between Atlantic and Gulf ports and Pacific Coast ports that each Conference will maintain.

Dated: March 21, 1967.

By order of the Federal Maritime Commission.

THOMAS LISI, *Secretary.*

[F.R. Doc. 67-3257; Filed, Mar. 23, 1967; 8:47 a.m.]

[Independent Ocean Freight Forwarder License 527]

PATTERSON, WYLDE & CO.

Notice of Compliance With Order To Show Cause

Notice is hereby given that Patterson, Wylde & Co., 156 State Street, Boston, Mass. 02109, has complied with the Commission's Order To Show Cause dated March 9, 1967, and published in the FEDERAL REGISTER (32 F.R. 4144), by filing an effective surety bond with the Commission.

JAMES E. MAZURE, *Director, Bureau of Domestic Regulation.*

[F.R. Doc. 67-3258; Filed, Mar. 23, 1967; 8:47 a.m.]

FEDERAL RESERVE SYSTEM

WACHOVIA BANK AND TRUST CO.

Order Approving Merger of Banks

In the Matter of the application of Wachovia Bank and Trust Co., Winston-Salem, N.C., for approval of merger with First National Bank of Morganton.

There has come before the Board of Governors, pursuant to the Bank Merger Act, as amended (12 U.S.C. 1828(c), Public Law 89-356), an application by Wachovia Bank and Trust Co., Winston-Salem, N.C., a State member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and First National Bank of Morganton, Morganton, N.C., under the charter and title of Wachovia Bank and Trust Co. As an incident to the merger, the four offices of First National Bank of Morganton would become branches of the resulting bank. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all revelant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed merger,

It is hereby ordered, For the reasons set forth in the Board's Statement [1] of this date, that said application be and hereby is approved: *Provided*, That said merger shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order.

Dated at Washington, D.C., this 16th day of March 1967.

By order of the Board of Governors.[2]

[SEAL] MERRITT SHERMAN, *Secretary.*

[F.R. Doc. 67-3235; Filed, Mar. 23, 1967; 8:45 a.m.]

BANK OF SUSSEX COUNTY

Order Denying Application for Approval of Merger of Banks

In the Matter of the application of The Bank of Sussex County, Franklin, N.J., for approval of merger with The Hardyston National Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act, as amended (12 U.S.C 1828(c), Public Law 89-356), an application by The Bank of Sussex County, Franklin, N.J., a State member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and The Hardyston National Bank, Hamburg, N.J., under the charter and title of The Bank of Sussex County. As an incident to the merger, the three offices of The Hardyston National Bank would become branches of the resulting bank. Notice of the proposed merger, in form

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Richmond.

[2] Voting for this action: Chairman Martin, and Governors Shepardson, Mitchell, Daane, Maisel, and Brimmer. Voting against this action: Governor Robertson.

approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed merger,

It is hereby ordered, For the reasons set forth in the Board's Statement [1] of this date, that said application be and hereby is denied.

Dated at Washington, D.C., this 16th day of March 1967.

By order of the Board of Governors.[2]

[SEAL] MERRITT SHERMAN, *Secretary.*

[F.R. Doc. 67-3236; Filed, Mar. 23, 1967; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-3992 etc.]

BELVA H. MULLAN ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates [1a]

MARCH 15, 1967.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 6, 1967.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

JOSEPH H. GUTRIDE, *Secretary.*

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-3992 2-3-67 [3]	Belva H. Mullan, agent (formerly Marrowbone Gas Co.), Post Office Box 246, Catlettsburg, Ky. 41129.	United Fuel Gas Co., Marrowbone Creek, Mingo County, W. Va.	16.0	15.325
G-6304 E 1-9-67	D. E. & R. J. Whelan, Inc. (successor to D. E. & R. J. Whelan, a partnership), c/o Elmon W. Holmes, attorney, Post Office Box 1574, Shreveport, La. 71102.	Texas Eastern Transmission Corp., Whelan Field, Harrison County, Tex.	[3] 13.0575	14.65
G-9426 C 2-1-67	Union Texas Petroleum, a division of Allied Chemical Corp. (Operator) et al., Box 2120, Houston, Tex. 77001.	Wunderlich Development Co., acreage in Kay County, Okla.	7.2	14.65
G-16122 C 3-6-67	Continental Oil Co., Post Office Box 2197, Houston, Tex. 77001.	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., West Delta Area, Offshore La.	19.5	15.025
G-19838 C 3-6-67	do	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., Grand Isle Area, Offshore La.	19.5	15.025
C160-738 C 3-6-67	Ashland Oil & Refining Co.,[3] Post Office Box 18695, Oklahoma City, Okla. 73118.	Panhandle Eastern Pipe Line Co., acreage in Major and Dewey Counties, Okla.	15.0	14.65
C161-1640 C 3-2-67	Mobil Oil Corp., Post Office Box 2444, Houston, Tex. 77001.	Transcontinental Gas Pipe Line Corp., Vermilion Block 131 Field, Offshore La.	19.0	15.025
C163-749 E 3-6-67	Pan American Petroleum Corp. (successor to Barnwell, Inc.), Post Office Box 591, Tulsa, Okla. 74102.	Arkansas Louisiana Gas Co., Chenniere Field, Ouachita Parish, La.	[4] 18.33	15.025
C163-1286 E 2-2-67 [3]	Sunray DX Oil Co. (Operator) et al. (formerly Salem Oil Corp. (Operator) et al.), Post Office Box 2039, Tulsa, Okla. 74102.	Valley Gas Transmission, Inc., Richard and West Maetze Fields, Goliad County, Tex.	12.25	14.65
C164-708 1-26-67 [3]	Gulf Oil Corp. (Operator) et al., Post Office Box 1589, Tulsa, Okla. 74102.	Transwestern Pipeline Co., Worsham Field, Reeves County, Tex.	16.5	14.65
C165-997 C 3-6-67	Continental Oil Co.	El Paso Natural Gas Co., acreage in San Juan County, N. Mex.	13.0	15.025
C165-1159 C 3-6-67	Tenneco Oil Co. et al., Post Office Box 2511, Houston, Tex. 77001.	El Paso Natural Gas Co., San Juan Basin, San Juan County, N. Mex.	13.0	15.025
C167-301 C 2-13-67 [3]	Horizon Oil & Gas Co. of Texas (Operator) et al., Hartford Bldg., Dallas, Tex. 75201.	Panhandle Eastern Pipe Line Co., Hallock Block, Meade County, Kans.	[4] 16.0	14.65
C167-332 3-3-67 [3]	Continental Oil Co. (Operator) et al.	Arkansas Louisiana Gas Co., Kinta Field (Moffat Area), Sequoyah County, Okla.	15.0	14.65
C167-909 B 1-25-67	Dean Wells et al., Ellinwood, Kans. 67526.	Panhandle Eastern Pipe Line Co., acreage in Edwards County, Kans.	Depleted	.....
C167-1189 A 3-1-67	Beekay Co., Inc., 405 Oak Plaza Bldg., 3707 Rawlins St., Dallas, Tex. 75219.	Lone Star Gas Co., acreage in Panola County, Tex.	15.0	14.65
C167-1190 A 3-1-67	Caroline Hunt Sands and Loyd B. Sands, 1401 Elm St., Dallas, Tex. 75202.	United Gas Pipe Line Co., Port Barre Area, St. Landry Parish, La.	26.0	15.025
C167-1191 B 3-1-67	Robert Mosbacher, c/o W. H. Drushel, Jr., attorney, Vinson, Elkins, Weems & Searls, 2100 First City National Bank Bldg., Houston, Tex. 77002.	Texas Eastern Transmission Corp., East Pechler Field, Goliad County, Tex.	(5)	.....
C167-1192 B 3-2-67	do	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Englehart Field, Colorado County, Tex.	(5)	.....
C167-1193 A 3-3-67	Hartley May No. 1, c/o Lendol Rogers, agent, Arnoldsburg, W. Va. 25234.	Cabot Corp., Washington District, Calhoun County, W. Va.	12.8	15.325
C167-1194 A 3-2-67	Gulf Oil Corp.	Lone Star Gas Co., Danville Field, Gregg County, Tex.	[6] 16.56	14.65
C167-1195 B 3-3-67	Champlin Petroleum Co., Post Office Box 9365, Fort Worth, Tex. 76107.	Panhandle Eastern Pipe Line Co., Lerado Field, Reno and Kingman Counties, Kans.	Depleted	.....
C167-1196 A 3-3-67	Lock 3 Oil, Coal & Dock Co. et al., 415 Porter Bldg., Pittsburgh, Pa. 15219.	Consolidated Gas Supply Corp., Warren District, Upshur County, W. Va.	25.0	15.325

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of New York.

[2] Voting for this action: Chairman Martin, and Governors Robertson, Shepardson, Mitchell, Daane, Maisel, and Brimmer.

[1a] This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI67-1197 A 3-3-67	Arco Petroleum Co., 8300 Santa Monica Blvd., Los Angeles, Calif. 90069.	Consolidated Gas Supply Corp., Glenville District, Gilmer County, W. Va.	25.0	15.325
CI67-1198 (C866-62) F 3-1-67	Sunset International Petroleum Corp. (successor to Wolfson Oil Co.), 8920 Wilshire Blvd., Beverly Hills, Calif. 90211.	El Paso Natural Gas Co., Langlie Mattix Field, Lea County, N. Mex.	10.0	14.65
CI67-1199 B 3-3-67	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	Texas Eastern Transmission Corp., Willow Springs Field, Gregg County, Tex.	Depleted	.....
CI67-1200 A 3-3-67	Lock 3 Oil, Coal & Dock Co. et al.	Consolidated Gas Supply Corp., Elk District, Harrison County, W. Va.	25.0	15.325
CI67-1201 B 3-3-67	George Mitchell & Associates, Inc., agent for Mitchell & Mitchell Gas & Oil Corp. et al., 12th Floor, Houston Club Bldg., Houston, Tex. 77002.	Texas Eastern Transmission Corp., Buttermilk (Slough) Field, Matagorda County, Tex.	Depleted	.....
CI67-1202 A 3-2-67	MPS Production Co. (Operator) et al., 1410 Bank of the Southwest Bldg., Houston, Tex. 77002.	Texas Eastern Transmission Corp., Anna Barre Field, De Witt County, Tex.	15.0	14.65
CI67-1203 A 3-1-67	Lamar Hunt, 1401 Elm St., Dallas, Tex. 75202.	United Gas Pipe Line Co., Port Barre Area, St. Landry Parish, La.	20.0	15.025
CI67-1204 A 3-2-67	Don D. Montgomery and Gilbert Montgomery, Post Office Box 747, El Dorado, Ark. 71730.	Cities Service Gas Co., Northeast Waynoka Field, Woods County, Okla.	[11] 14.0	14.65
CI67-1206 A 3-2-67	Union Texas Petroleum, a division of Allied Chemical Corp. et al.	Southern Union Gathering Co., Basin Dakota Field, San Juan County, N. Mex.	14.0	14.65
CI67-1207 A 3-2-67	....do....	Lone Star Gas Co., North Durant Field, Bryan County, Okla.	[12] 15.0	14.65
CI67-1208 A 3-3-67	Atlantic Richfield Co.	United Gas Pipe Line Co., East Franklin Field, St. Mary Parish, La.	21.25	15.025
CI67-1209 A 3-3-67	The Superior Oil Co., Post Office Box 1521, Houston, Tex. 77001.	Trunkline Gas Co., South Thornwell and Southwest Lake Arthur Fields, Cameron Parish, La.	21.25	15.025
CI67-1210 A 3-6-67	McCullough Oil & Gas Co., Inc., et al., Post Office Box 625, Parkersburg, W. Va. 26102.	Consolidated Gas Supply Corp., Parkersburg District, Wood County, W. Va.	25.0	15.325
CI67-1211 A 3-6-67	Mobil Oil Corp., Post Office Box 2444, Houston, Tex. 77001.	Arkansas Louisiana Gas Co., McCurtain North Field, Le Flore County, Okla.	[13] 15.0	14.65
CI67-1212 A 3-6-67	Stydahar Oil & Gas Co., c/o L. L. Crawford, partner, 116 South Fifth St., Clarksburg, W. Va. 26301.	Consolidated Gas Supply Corp., Elk District, Harrison County, W. Va.	25.0	15.325
CI67-1213 A 3-6-67	Kirby Royalties, Inc., et al., Post Office Box 1745, Houston, Tex. 77001.	Mountain Fuel Supply Co. West Side Canal Area, Moffat County, Colo.	15.0	15.025
CI67-1214 A 3-6-67	Arnold Petroleum, Inc. (Operator), et al., 700 United Founders Tower, Oklahoma City, Okla. 73102.	Oklahoma Natural Gas Gathering Corp. & National Fuels Corp., Ringwood Field, Major County, Okla.	12.0	14.65
CI67-1215 A 3-6-67	Woods Petroleum Corp., 4900 North Santa Fe, Oklahoma City, Okla. 73118.	Panhandle Eastern Pipe Line Co., Southeast Arnett Field, Ellis County, Okla.	17.0	14.65
CI67-1216 (G-7508) F 3-3-67	Mobil Oil Corp. (successor to Little Nick Oil Co.).	Arkansas Louisiana Gas Co., South Cement Field, Caddo County, Okla.	12.0	14.65
CI67-1217 A 2-27-67	Dugan Production Corp., Post Office Box 234, Farmington, N. Mex. 87401.	El Paso Natural Gas Co., Dakota Formation, Rio Arriba County, N. Mex.	[14] 14.053625	15.025
CI67-1218 A 2-28-67	Kaib and Kaib, 125 East King St., South Zanesville, Ohio 43701.	The Manufacturers Light & Heat Co., Warsaw Township, Jefferson County, Pa.	20.0	15.325
CI67-1219 A 3-1-67	....do....	....do....	20.0	15.325
CI67-1220 A 3-1-67	....do....	....do....	20.0	15.325
CI67-1221 A 2-28-67	....do....	....do....	20.0	15.325
CI67-1222 A 3-6-67	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	Panhandle Eastern Pipe Line Co., South Bishop Field, Ellis County, Okla.	[9] 17.0	14.65
CI67-1223 A 3-8-67	Sesco Production Co., Operator, c/o Paul E. French, counsel, Post Office Box 309, Longview, Tex. 75601.	Lone Star Gas Co., Henderson South Travis Peak and Henderson South Travis Peak "A" Fields, Rusk County, Tex.	14.99	14.65
CI67-1224 A 3-7-67	Joe N. Champlin, 700 First National Bank Bldg., Enid, Okla. 73701.	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	[9] 17.0	14.65
CI67-1225 A 3-8-67	Marathon Oil Co., 539 South Main St., Findlay, Ohio 45840.	Cities Service Gas Co., Bishop Area, Ellis County, Okla.	17.0	14.65

[1] Application to amend certificate issued to Marrowbone Gas Co. to reflect Belva H. Mullan, agent, as certificate holder in lieu of Marrowbone Gas Co.
[2] Rate increase to 14.0575 cents suspended in Docket No. RI62-39.
[3] Applicant states its willingness to accept permanent authorization for the additional acreage conditioned as Opinion No. 350.
[4] Includes 1.33 cents per Mcf tax reimbursement.
[5] Appellant is filing as successor in interest to B. E. Oil, Inc., an "et al" party under the certificate issued to Salem Oil Corp. (Operator) et al., and to succeed Salem as Operator of said properties.
[6] Amendment to the certificate filed to add interest of coowners.
[7] Adds interest of coowners.
[8] Subject to upward and downward B.t.u. adjustment.
[9] Well ceased to produce.
[10] Includes 0.56 cent per Mcf tax reimbursement.
[11] Subject to reduction for dehydration and compression charges.
[12] Subject to 0.5 cent per Mcf deduction for dehydration and 2 cents per Mcf deduction until Buyer has recovered a total amount of $15,000 for line investment.
[13] Subject to deduction for compression.
[14] Includes 0.053625 cent per Mcf tax reimbursement and 1 cent per Mcf minimum guarantee for liquid products.

[F.R. Doc. 67-3168; Filed, Mar. 23, 1967; 8:45 a.m.]

[Docket No. CP67-257]

GREAT RIVER GAS CO., AND PANHANDLE EASTERN PIPE LINE CO.

Notice of Application

MARCH 16, 1967.

Take notice that on March 9, 1967, Great River Gas Co. (Applicant), Post Office Box 367, Aurora, Ill. 60507, filed in Docket No. CP67-257 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Panhandle Eastern Pipe Line Co. (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver natural gas to Applicant for distribution and resale to the public in and around the municipalities of Memphis, Arbela, and Granger in Scotland County, the municipalities of Luray, Kahoka, Wayland, and Alexandria, and the unincorporated communities of Ashton and Medill in Clark County, the municipalities of Edina and Knox City in Knox County, the municipalities of La Belle, Lewistown, Monticello, Canton, and La Grange in Lewis County and the unincorporated communities of West Quincy and Taylor in Marion County, all in the State of Missouri, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate gas distribution facilities consisting of approximately 29 miles of 10-inch, 71 miles of 6-inch, 32 miles of 4-inch, 43 miles of 2-inch and 64 miles of 1-inch coated and wrapped steel gas main, with welded joints, and related appurtenances, services, meters, and regulators.

Applicant also proposes to construct and operate an odorizing and regulating station at which it would purchase and receive natural gas from Respondent.

Applicant states that Respondent has advised that it is willing to construct the facilities and make the sale requested by Applicant upon the securing by Applicant of the appropriate authorization from the Commission.

Applicant estimates the requirements of its customers for the first 3 calendar years as follows:

Year	Maximum daily requirements (Mcf)	Maximum annual requirements (Mcf)
First	7,460	999,400
Second	8,190	1,116,700
Third	8,400	1,143,200

Applicant estimates the cost of its proposed construction at approximately $3,572,500 and the cost of Respondent's proposed facilities at approximately $30,000.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and

procedure (18 CFR 1.8 or 1.10) on or before April 17, 1967.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 67-3231; Filed, Mar. 23, 1967; 8:45 a.m.]

[Docket No. CP67-256]

PLAQUEMINES OIL AND GAS CO., INC.

Notice of Application

MARCH 16, 1967.

Take notice that on March 8, 1967, Plaquemines Oil and Gas Co., Inc. (Applicant), Highway 31, Buras, La. 70041, filed in Docket No. CP67-256 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale of natural gas to Tennessee Gas Pipeline Co., a division of Tenneco, Inc. (Tennessee), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to sell volumes of natural gas to Tennessee for use as compressor fuel pursuant to a gas sales contract between Applicant and Tennessee dated June 14, 1956, as amended. Applicant obtains the gas sold to Tennessee by purchase from Woods Oil and Gas Co. (Operator) et al. (Woods), pursuant to a contract dated September 7, 1956, as amended, and from Humble Oil & Refining Co. (Humble), pursuant to a contract dated March 1, 1966, as amended, from wells in the Potash Field, Plaquemines Paris, La. Said natural gas is transported by Delta Gas Inc. (Delta) from delivery points at the wellheads through Delta's facilities to Nairn, La., where such gas is compressed and delivered to Tennessee at a point adjacent to Delta's pipeline. Some of the gas purchased by Applicant from Woods and Humble is sold to Delta for use by Delta in its local distribution operations.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 17, 1967.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 67-3232; Filed, Mar. 23, 1967; 8:45 a.m.]

[Docket No. CP66-346]

SOUTH TEXAS NATURAL GAS GATHERING CO., AND TRUNKLINE GAS CO.

Notice of Petition To Amend

MARCH 16, 1967.

Take notice that on March 9, 1967, South Texas Natural Gas Gathering Co. (South Texas), Post Office Drawer 521, Corpus Christi, Tex. 78403, and Trunkline Gas (Trunkline), Post Office Box 1642, Houston, Tex. 77001 (Petitioners), filed in docket No. CP66-346 a petition to amend the order issued by the Commission August 19, 1966, by authorizing the establishment of a new delivery point for the exchange of natural gas between Petitioners, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

Specifically, Petitioners have agreed, by amendment dated February 13, 1967, on an additional delivery point in Beauregard Parish, La. South Texas has entered into a gas purchase agreement dated July 25, 1966, with Bradco Oil and Gas Co. et al., for the purchase of gas in the North Starks Field, Calcasieu Parish, La., and South Texas intends to use such gas in the exchange with Trunkline at the new point of redelivery in Beauregard Parish, La.

Trunkline will construct the necessary measuring equipment at the additional redelivery point in Beauregard Parish, La. South Texas will not construct any facilities.

Trunkline estimates the cost of the proposed facilities at approximately $9,000, said cost to be financed by funds on hand. South Texas will, except for the cost of the meter run manifold, reimburse Trunkline for all cost and expenses incurred.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 17, 1967.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 67-3233; Filed, Mar. 23, 1967; 8:45 a.m.]

[Docket No. CP67-258]

TENNESSEE GAS PIPELINE CO.

Notice of Application

MARCH 16, 1967.

Take notice that on March 9, 1967, Tennessee Gas Pipeline Co. (Applicant), a division of Tenneco Inc., Post Office Box 2511, Houston, Tex. 77001, filed in Docket No. CP67-258 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act, as implemented by § 157.7(b) of the regulations under the Act, for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas purchase facilities during the calendar year 1967, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate field facilities to enable it to take into its certificated main pipeline system natural gas which will be purchased from producers thereof. Applicant states that the purpose of this application is to enable it to act with reasonable dispatch in contracting for and connecting to its pipeline system new supplies of natural gas in various producing areas generally coextensive with said system.

The total cost of proposed facilities will not exceed a maximum of $2,500,000. The total cost of any single offshore purchase facility will not exceed $750,000 and the total cost of any single onshore facility will not exceed $500,000. Applicant requests a waiver of the provisions of § 2.58(a)(2) of the Commission's rules of practice and procedure, wherein "budget-type" authorization is limited to a single project total cost of $500,000, and bases its request on the grounds that offshore locations require higher costs and therefore should have a higher single project limitation.

Applicant states that the proposed facilities will be financed from general funds or revolving credit.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 17, 1967.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 67-3234; Filed, Mar. 23, 1967; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[70-4467]

COLUMBIA GAS SYSTEM, INC., ET AL.

Notice of Proposed Issue and Sale of Installment Notes and Common Stock by Subsidiary Companies to Holding Company and Open Account Advances by Holding Company to Subsidiary Companies

MARCH 20, 1967.

In the matter of the Columbia Gas System, Inc., 120 East 41st Street, New York, N.Y. 10017, United Fuel Gas Co., Atlantic Seaboard Corp., Columbia Gas of Kentucky, Inc., Virginia Gas Distribution Corp., Kentucky Gas Transmission Corp., Blue Ridge Gas Co., Columbia Gas of Ohio, Inc., The Ohio Fuel Gas Co., The Ohio Valley Gas Co., The Preston Oil Co., Columbia Gas of Pennsylvania, Inc., The Manufacturers Light and Heat Co., Home Gas Co., Columbia Gas of New York, Inc., Columbia Gas of Maryland, Inc., Cumberland and Allegheny Gas Co., Columbia Gulf Transmission Co.; 70-4467.

Notice is hereby given that The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and its above-named wholly owned subsidiary companies (hereinafter referred to collectively as the "subsidiary companies", and individually as "United Fuel," "Seaboard," "Columbia of Ky.," "Distribution," "Kentucky Gas," "Blue Ridge," "Columbia of Ohio," "Ohio Fuel," "Ohio Valley," "Preston," "Columbia of Pa.," "Manufacturers," "Home," "Columbia of N.Y.," "Columbia of Md.," "Cumberland," and "Columbia Gulf") have filed an application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 6(b), 7, 9(a), 10, 12(b), and 12(f) of the Act and Rules 43 and 45 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transactions.

The subsidiary companies propose to issue and sell, and Columbia proposes to acquire, on or before March 31, 1968, (a) unsecured installment notes not in excess of the respective amounts set forth below and (b) common stock, at the par value, in the respective amounts set forth below. Columbia also proposes to advance on open account to certain of the subsidiary companies, from time to time during 1967, up to the respective amounts set forth below.

	Common stock	Installment notes	Advances
United Fuel		$14,125,000	$14,800,000
Seaboard	$5,350,000	8,050,000	5,500,000
Columbia of Kentucky	1,150,000	1,650,000	525,000
Distribution	150,000	750,000	300,000
Kentucky Gas		600,000	1,350,000
Blue Ridge	275,000	150,000	25,000
Columbia of Ohio	3,000,000	10,500,000	4,000,000
Ohio Fuel		10,000,000	33,000,000
Ohio Valley		1,300,000	700,000
Preston	5,500,000	9,300,000	
Columbia of Pennsylvania	1,000,000	6,000,000	2,000,000
Manufacturers		10,000,000	10,000,000
Home		400,000	2,500,000
Columbia of New York	* 250,000	750,000	175,000
Columbia of Maryland		300,000	
Cumberland		1,000,000	125,000
Columbia Gulf	8,000,000	22,000,000	
Totals	24,675,000	96,675,000	75,000,000

The subsidiary companies will use the proceeds from the issue and sale of their notes and common stock to finance a part of their respective construction programs, which, in the aggregate, are estimated for 1967 to require expenditures of $138,348,500. The proceeds of the open account advances will be used by the subsidiaries to purchase natural gas for inventory and for the prepayment of winter service gas.

The installment notes will be dated when issued, will be payable in 25 equal annual installments on January 15 of each of the years 1969-93, inclusive, and may be prepaid at any time, in whole or in part, without premium. Interest will accrue from the date of issue and is to be paid semiannually on the unpaid principal balance. The open account advances will be made from time to time during 1967 and will be paid by the subsidiary companies in three equal installments on February 26, March 25, and April 25, 1968.

The interest rate on all notes issued prior to the next sale by Columbia of its senior debentures will be 6.3 percent, being the cost of money (adjusted to the next lower one-tenth of 1 percent) to Columbia of its last-sold debentures. After the next sale of senior debentures, the interest rate on all notes herein authorized, whether issued prior to or after such sale, will bear interest equal to the cost of money (adjusted as above) to Columbia of such senior debentures. The interest rate on the proposed open account advances will be identical with the interest rate to be paid by Columbia on borrowings from banks which Columbia expects to make to provide the funds for such advances, and will be the prime rate in effect at the time the bank borrowings are negotiated. The issue and sale by Columbia of its senior debentures and the proposed bank borrowings will be the subject of future filings with the Commission.

The expenses to be paid by Columbia and by the subsidiary companies in connection with the proposed transactions are estimated at $300 and $3,600, respectively.

The application-declaration states that the following State commissions have jurisdiction over certain of the proposed transactions: Pennsylvania Public Utility Commission, Public Service Commission of West Virginia, Public Utilities Commission of Ohio, State Corporation Commission of Virginia, Kentucky Public Service Commission, and New York Public Service Commission. It is also stated that the orders of said Commissions will be filed with this Commission by amendment and that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than April 3, 1967, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the filing which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 67-3238; Filed, Mar. 23, 1967; 8:46 a.m.]

[70-4469]

JERSEY CENTRAL POWER & LIGHT CO.

Notice of Proposed Issue and Sale of Short-Term Promissory Notes

MARCH 20, 1967.

Notice is hereby given that Jersey Central Power & Light Co. ("JCP&L"), Madison Avenue at Punch Bowl Road, Morristown, N.J. 07960, an electric utility subsidiary company of General Public Utilities Corp. ("GPU"), a registered

holding company, has filed an application with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 6(b) thereof as applicable to the proposed transaction. All interested persons are referred to the application, which is summarized below, for a complete statement of the proposed transaction.

JCP&L requests that, for the period commencing on the granting of this application and ending on March 31, 1968, the exemption from the provisions of section 6(a) of the Act afforded to it by the first sentence of section 6(b) of the Act relating to the issue and sale of short-term notes be increased from 5 percent to 10 percent of the principal amount and par value of other securities of JCP&L at the time outstanding. Based upon the securities of JCP&L outstanding at February 28, 1967, the proposed increase in such exempt borrowing authority would permit JCP&L to have outstanding at any one time an aggregate of $30,900,000 of short-term notes to banks. The filing states that JCP&L had $4,300,000 principal amount of such notes outstanding at the date of this application.

The new notes will bear interest at the prime rate for commercial borrowings at the date of issue of the note from the bank from which such borrowing is made, will mature not later than 9 months from the date of issue, will be prepayable at any time without premium, and will not be issued as a part of a public offering.

Although no commitments or agreements for such borrowings have been made, if this application is granted by the Commission, JCP&L expects that, as and to the extent that its cash needs require, borrowings will be effected from among the following banks, the maximum to be borrowed and outstanding from each such bank being as follows:

Banks	Amounts
Chemical Bank New York Trust Co., New York, N.Y.	5,000,000
The Chase Manhattan Bank (N.A.), New York, N.Y.	4,000,000
Bankers Trust Co., New York, N.Y.	3,000,000
Fidelity Union Trust Co., Newark, N.J.	4,000,000
First National State Bank of New Jersey, Newark, N.J.	1,000,000
National Newark & Essex Bank, Newark, N.J.	1,000,000
The Monmouth County National Bank, Red Bank, N.J.	700,000
Trust Company National Bank, Morristown, N.J.	700,000
First Merchants National Bank, Asbury Park, N.J.	500,000
New Jersey National Bank & Trust Co., Asbury Park, N.J.	600,000
The First National Iron Bank of New Jersey, Morristown, N.J.	500,000
The National State Bank, Elizabeth, N.J.	400,000
The First National Bank of Jersey City, N.J.	600,000
Summit and Elizabeth Trust Co., Summit, N.J.	600,000
The National Union Bank of Dover, Del.	300,000
Total	30,900,000

JCP&L proposes to utilize the proceeds of the contemplated borrowings for the purpose of financing its business as a public-utility company, including provisions for construction expenditures, repayment of other short-term borrowings, and the temporary reimbursement of its treasury for construction expenditures provided therefrom. JCP&L's construction program for 1967 contemplates gross construction costs of approximately $70 million. JCP&L will apply the net proceeds from any permanent debt financing effected prior to the maturity of all notes issued and outstanding under this application in reduction of, or in total payment of, such outstanding notes, and the maximum amount of indebtedness which may be incurred by JCP&L under this application will be reduced by the amount of the net proceeds of any such permanent debt financing.

The application states that JCP&L's expenses incident to the proposed issuance of notes will be approximately $3,000, including legal fees of $2,650; and that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions. However, it is also stated that approval by the Board of Public Utility Commissioners of the State of New Jersey will be required for a renewal, extension, or replacement of any notes issued by JCP&L, if, as a result thereof, the loan evidenced thereby is not repaid within 12 months of the original date of the note or notes.

Notice is further given that any interested person may, not later than April 18, 1967, request in writing that a hearing be held in respect of such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert; or he may request that he be notified should the Commission order a hearing in respect thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service thereof (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application, as filed or as amended, may be granted as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority.)

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 67-3239; Filed, Mar. 23, 1967; 8:46 a.m.]

RAND DEVELOPMENT CORP.

Order Suspending Trading

MARCH 20, 1967.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 5 cents par value, of Rand Development Corp., Cleveland, Ohio, and the Class B Common Stock, 5 cents par value, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 21, 1967, through March 30, 1967, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 67-3240; Filed, Mar. 23, 1967; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 21, 1967.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 40952—*Sulphuric acid to Mobile, Ala.* Filed by O. W. South, Jr., agent (No. A5002), for interested rail carriers. Rates on sulphuric acid, in tank carloads, and in tank carloads, subject to minimum shipment of five tank carloads, from Baton Rouge, La., to Mobile, Ala.

Grounds for relief—Market competition.

Tariff—Supplement 14 to Southern Freight Association, agent, tariff ICC S-671.

FSA No. 40953—*Sulphuric acid to Jackson, Miss.* Filed by O. W. South, Jr., agent (No. A5003), for interested rail carriers. Rates on sulphuric acid, in tank carloads, from Le Moyne, Ala., to Jackson, Miss.

Grounds for relief—Market competition.

Tariff—Supplement 14 to Southern Freight Association, agent, tariff ICC S-671.

FSA No. 40954—*Sulphuric acid to Cedar Springs, Ga.* Filed by O. W. South, Jr., agent (No. A5004) for interested rail carriers. Rates on sulphuric acid, in tank carloads, subject to minimum shipment of five tank carloads, from Baton Rouge, La., to Cedar Springs, Ga.

Grounds for relief—Market competition.

Tariff—Supplement 14 to Southern Freight Association, agent, tariff ICC S-671.

FSA No. 40955—*Sulphuric acid to Panama City, Fla.* Filed by O. W. South, Jr., agent (No. A5005), for interested rail carriers. Rates on sulphuric acid, in tank carloads, from Copperhill, Tenn., to Panama City, Fla.

Grounds for relief—Market competition.

Tariff—Supplement 14 to Southern Freight Association, agent, tariff ICC S-671.

FSA No. 40956—*Joint motor-rail rates—Middlewest Motor Freight.* Filed by Middlewest Motor Freight Bureau, agent (No. 380), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in Central States territory, on the one hand, and points in middlewest and Canadian territories, on the other.

Grounds for relief—Motortruck competition.

Tariff—Supplement 13 to Middlewest Motor Freight Bureau, agent, tariff MF-ICC 498.

FSA No. 40957—*Substituted service—Atlantic Coast Line, et al., for United Parcel Service, Inc.* Filed by United Parcel Service, Inc., for itself and interested rail carriers. Rates on property moving in trailers and transported on railroad flatcars, between Chicago, Ill., Cincinnati, Ohio, New York, N.Y., and Alexandria, Va., on the one hand, and Atlanta, Ga., on the other; between Chicago, Ill., New York, N.Y., and Alexandria, Va., on the one hand, and Jacksonville, Fla., on the other; also between Chicago, Ill., on the one hand, and Miami, Fla., and Nashville, Tenn., on the other.

Grounds for relief—Motortruck competition.

FSA No. 40958—*Joint motor-rail rates—Middlewest Motor Freight.* Filed by Middlewest Motor Freight Bureau, agent (No. 381), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middlewest territory; between points in middlewest territory, on the one hand, and points in Central States, southwestern, Alaskan, and Canadian territories, on the other, also between points in southwestern territory, on the one hand, and points in Central States, Alaskan, and Canadian territories, on the other.

Grounds for relief—Motortruck competition.

Tariff—Supplement 13 to Middlewest Motor Freight Bureau, agent, tariff MF-ICC 498.

FSA No. 40959—*Joint motor-rail rates—Middlewest Motor Freight.* Filed by Middlewest Motor Freight Bureau, agent (No. 382), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middlewest territory; between points in middlewest territory, on the one hand, and points in Central States, southwestern, and Canadian territories, on the other; between points in Central States territory, on the one hand, and points in southwestern and Canadian territories, on the other; also between points in southwestern territory and Canadian territory.

Grounds for relief—Motortruck competition.

Tariff—Supplement 13 to Middlewest Motor Freight Bureau, agent, tariff MF-ICC 498.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 67-3254; Filed, Mar. 23, 1967; 8:47 a.m.]

[Notice 354]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MARCH 21, 1967.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 4883 (Sub-No. 36 TA), filed March 17, 1967. Applicant: THE GUYOTT COMPANY, a corporation, 176 Forbes Avenue, New Haven, Conn. 06108. Applicant's representative: Sidney Goldstein, 109 Church Street, New Haven, Conn. 06510. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in tank or hopper type vehicles, from North Haven, Conn., to Framingham, Mass., and *rejected shipments*, on return, for 180 days. Supporting shipper: Keystone Portland Cement Co., 1400 South Penn Square, Philadelphia, Pa. 19102. Send protests to: David J. Kiernan, District Supervisor, Bureau of Operations and Compliance, 324 U.S. Post Office Building, 135 High Street, Hartford, Conn. 06101.

No. MC 30605 (Sub-No. 139 TA) (Republication), filed August 18, 1966, published FEDERAL REGISTER, issue of August 25, 1966, and republished, this issue. Applicant: THE SANTA FE TRAIL TRANSPORTATION COMPANY, a corporation, 433 East Waterman, Post Office Box 56, Wichita, Kans. 67202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Marietta, Okla., and Dallas, Tex.: From Marietta over U.S. Highway 77 (Interstate 35) to Dallas, and return over the same route, serving no intermediate points, for 180 days. An Order of the Commission, Division 1, acting as an Appellate Division, dated March 7, 1967, served March 10, 1967, orders, among other things, that notice of the filing of the temporary authority application, including advice that the applicant proposes to join and combine operations at Marietta, Okla., and interline at Dallas, Tex., shall be given by publication of a summary of the authority sought in the FEDERAL REGISTER, and that any interested persons who can and will provide all or any part of the proposed service may protest such application within 15 days after republication of the summary. Supporting shippers: There are approximately 138 statements from supporting shippers, which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: M. E. Taylor, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 906 Schweiter Building, Wichita, Kans. 67202.

No. MC 52858 (Sub-No. 107 TA), filed March 17, 1967. Applicant: CONVOY COMPANY, a corporation, 3900 Northwest Yeon Avenue, Portland, Oreg. 97210. Applicant's representative: John C. Youell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, from the plantsite of Thiokol Chemical Corp. at Logan, Utah, to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming, and Alaska, for 150 days. Supporting shipper: Thiokol Chemical Corp., Post Office Box 407, Logan, Utah 84321. Send protests to: S. F. Martin, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 450 Multnomah Building, Portland, Oreg. 97204.

No. MC 52869 (Sub-No. 86 TA), filed March 15, 1967. Applicant: NORTHERN TANK LINE, Post Office Box 990, 511 Pleasant Street, Miles City, Mont. 59301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, from Billings, Mont., to points in Park, Washakie, Big Horn, and Hot Springs Counties, Wyo., for 180 days. Support-

ing shipper: Y–V Fertilizer Corp., Northern Pacific Industrial Site, Post Office Box 2091, Billings, Mont. 59101. Send protests to: Paul J. Labane, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 251 U.S. Post Office Building, Billings, Mont. 59101.

No. MC 64932 (Sub-No. 429 TA), filed March 15, 1967. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. 60643. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydraulic oil*, in bulk, in tank vehicles, from Bedford, Ind., to St. Charles, Mo., for 180 days. Supporting shipper: Findett Service Co., Rural Route No. 1, Box 13–C, St. Charles, Mo. 63301. Send protests to: District Supervisor Charles J. Kudelka, Interstate Commerce Commission, Bureau of Operations and Compliance, Room 1086, U.S. Courthouse and Federal Office Building, 219 South Dearborn Street, Chicago, Ill. 60604.

No. MC 107403 (Sub-No. 710 TA), filed March 16, 1967. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: C. W. Zook (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar pitch emulsion*, liquid in bulk, in tank vehicles, from Toledo, Ohio, to Detroit, Mich.; Brookfield, Ill.; St. Louis and North Kansas City, Mo.; and Buffalo, N.Y., for 180 days. Supporting shipper: Maintenance, Inc., Wooster, Ohio 44691. Send protests to: Ross A. Davis, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 900 U.S. Customhouse, Philadelphia, Pa. 19106.

No. MC 107496 (Sub-No. 542 TA), filed March 16, 1967. Applicant: RUAN TRANSPORT CORPORATION, Post Office Box 855, Des Moines, Iowa 50304. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grain products*, in bulk, from Cedar Rapids, Iowa, to Chicago, Ill.; Denver, Colo.; Omaha, Nebr.; Buffalo, N.Y.; and Toledo, Ohio, for 180 days. Supporting shipper: National Oats Co., Cedar Rapids, Iowa 52402. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 227 Federal Office Building, Des Moines, Iowa 50309.

No. MC–110525 (Sub-No. 820 TA), filed March 15, 1967. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles, (1) from New York and Peekskill, N.Y., to points in New Jersey, Delaware, Maryland, and Pennsylvania, and (2) from Peekskill, N.Y., to Hartford, Melrose, Meriden, North Haven, Portland, Salisbury, and Seymour, Conn.; Westerly, R.I.; Adams, Boston, Littleton, South Deerfield, and Sterling, Mass.; Brunswick, Eastport, South Paris, and Buckfield, Maine; and Greenville, N.H., for 180 days. Supporting shipper: Standard Brands Inc., Standard Brands Building, 625 Madison Avenue, New York, N.Y. 10022. Send protests to: Peter R. Guman, District Supervisor, Bureau of Operations and Compliance, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 124796 (Sub-No. 28 TA), filed March 15, 1967. Applicant: CONTINENTAL CONTRACT CARRIER CORP., 7236 East Slauson Avenue, Los Angeles, Calif. 90022. Applicant's representative: J. Max Harding, 605 South 14th, Box 2028, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Buffing, polishing, cleaning, and scouring compounds; liquid starch and solvents* in containers; *sponges and advertising materials and displays* moving therewith from Kankakee, Ill., to Detroit, Mich., for 180 days. Supporting shipper: Simoniz Co., 110 North Wacker Drive, Chicago, Ill. 60606. Send protests to: John E. Nance, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, Federal Building, Room 7708, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 124813 (Sub-No. 37 TA), filed March 16, 1967. Applicant: UMTHUN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa 50533. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa 50316. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer* (other than liquid), from Muscatine, Iowa, to points in Illinois, Minnesota, Missouri, Nebraska, and South Dakota, for 180 days. Supporting shipper: Farmland Industries, Inc., Post Office Box 7305, Kansas City, Mo. 64116. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations and Compliance, 227 Federal Office Building, Des Moines, Iowa 50309.

No. MC 126045 (Sub-No. 6 TA), filed March 17, 1967. Applicant: ALTER TRUCKING AND TERMINAL CORPORATION, 2333 Rockingham Road, Post Office Box 3122, Davenport, Iowa 52802. Applicant's representative: Eugene D. Anderson, 135 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk or in packages, from Muscatine, Iowa, specifically the Farmland Industries, Inc., plant near Muscatine, Iowa, to points in Illinois, Minnesota, Missouri, and South Dakota, for 180 days. Supporting shipper: Farmland Industries, Inc., Post Office Box 7305, Kansas City, Mo. 64116. Send protests to: Chas C. Biggers, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 332 Federal Building, Davenport, Iowa 52801.

No. MC 126145 (Sub-No. 9 TA), filed March 15, 1967. Applicant: PHILLIPS TRUCKING, 20299 Valley Boulevard, Rialto, Calif. 92376. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aggregates* (except cement used in the manufacture of concrete or concrete products), in bulk, in dump or hopper-type equipment, from points in San Bernardino and Ventura Counties, Calif., to points in Nevada, and *aggregates* (except cement, used in the manufacture of concrete and concrete products), in bag and in bulk, in dump or hopper or flat rack equipment, from points in Riverside County, Calif., to points in Nevada for 180 days. Supporting shippers: Pulverized Sand of California, Inc., 2100 Avalon, Post Office Box 3215, Riverside, Calif., Ridgelite Products, 650 South Grand Avenue, Los Angeles, Calif. 90017. Send protests to: John E. Nance, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, Federal Building, Room 7708, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 126311 (Sub-No. 5 TA), filed March 15, 1967. Applicant: CHARLES L. PARKS, R.F.D. 2, Ashland, Nebr. 68003. Applicant's representative: Charles J. Kimball, Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, *liquid fertilizer*, in bulk, in tank vehicles from Lawrence, Kans., to points in Cass, Butler, Colfax, Dodge, Douglas, Lancaster, Saunders, Seward, and Washington Counties, Nebr., pursuant to continuing contracts with Farmers Union Co-op Oil Association of Wahoo, Nebr., and Nehawka Farmer's Cooperative, Nehawka, Nebr., for 180 days. Supporting shippers: Farmers Union Co-op Oil Association, Wahoo, Nebr., Nehawka Farmers Cooperative, Nehawka, Nebr. Send protests to: Max H. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 126835 (Sub-No. 12 TA), filed March 15, 1967. Applicant: EDGAR BISCHOFF, doing business as CASKET DISTRIBUTORS, Atlas Bank Building, Cincinnati, Ohio 45202. Applicant's representative: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Caskets, casket displays, and funeral supplies* when moving with caskets being transported from Boston and Cambridge, Mass., and Pittsburgh, Pa., to Albany, Buffalo, Brooklyn, Long Island City, New York City, Rochester, and Syracuse, N.Y.; Cleveland, Ohio; Chicago, Ill.; Philadelphia and Pittsburgh, Pa.; Boston and Cambridge, Mass.; Baltimore, Md.; Washington, D.C.; Newark, N.J.; Norfolk, Va.; Providence, R.I.; Portland, Maine; and Lancaster, Ky., with return of *rejected and returned commodities* above described from the above-named destinations to the above-named origins, for 180 days. Supporting shipper:

National Casket Co., Inc., 60 Massachusetts Avenue, Boston, Mass. 02115. Send protests to: District Supervisor R. M. Hagarty, Bureau of Operations and Compliance, Interstate Commerce Commission, 802 Century Building, 36 South Pennsylvania Street, Indianapolis, Ind. 46204.

No. MC 128836 (Sub-No. 1 TA), filed March 15, 1967. Applicant: BULK COMMODITIES, INC., 1324 South St. Aubin Street, Sioux City, Iowa 51106. Applicant's representative: J. Max Harding, Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, from Sioux City, Iowa, to points in Nebraska, South Dakota, Minnesota, and Iowa, under continuing contract with Morton Salt Co., for 150 days. Supporting shipper: Morton Salt Co., R. W. Euting, Traffic Manager, Western Territory, 6175 The Paseo, Kansas City, Mo. 64110. Send protests to: District Supervisor Carroll Russell, Interstate Commerce Commission, Bureau of Operations and Compliance, 304 Post Office Building, Sioux City, Iowa 51101.

No. MC 127869 (Sub-No. 3), filed March 17, 1967. Applicant: CLIFFORD BROMAN & SON, INC., 77 Powell Place, Farmingdale, N.Y. 11735. Applicant's representative: Arthur J. Piken, 160–16 Jamaica Avenue, Jamaica, N.Y. 11432. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Seed*, when moving on the same vehicle with fertilizer, from points in New Jersey to New York City and points in Nassau and Suffolk Counties, N.Y., for 180 days. Supporting shipper: Agway, Inc., Box 216, 174 Miller Place, Hicksville, N.Y. 11802. Send protests to: E. N. Carignan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y. 10013.

No. MC 128202 (Sub-No. 2 TA), filed March 14, 1967. Applicant: HARBOR SEAFOODS COMPANY, INC., Box 191, Wrangell, Alaska 99929. Applicant's representative: Joseph O. Earp, 411 Lyon Building, 607 Third Avenue, Seattle, Wash. 98104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, from Seattle and Tacoma, Wash., to Wrangell, Alaska, for account of Wrangell Lumber Co., for 180 days. Supporting shipper: Wrangell Lumber Co., Box 621, Wrangell, Alaska 99929. Send protests to: Hugh H. Chaffee, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Post Office Box 1532, Anchorage, Alaska 99501.

No. MC 128759 (Sub-No. 1 TA), filed March 16, 1967. Applicant: RICHARDS MOTOR SERVICE, INC., 5040 West 39th Street, Stickney, Ill. 60402. Applicant's representative: Philip A. Lee, 5824 South Harlem Avenue, Summit, Ill. 60503. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and liquid fertilizer materials*, from Marseilles, Ill., and points within a 5-mile radius thereof, to points in Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin, for 180 days. Supporting shipper: F. S. Royster Guano Co., Norfolk, Va., the Borden Chemical Co., Smith Douglass Division, Post Office Box 419, 5100 Virginia Beach Boulevard, Norfolk, Va. 23501. Send protests to: Charles J. Kudelka, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 1086, U.S. Courthouse and Federal Office Building, 219 South Dearborn Street, Chicago, Ill. 60604.

No. MC 128924 (Sub-No. 1 TA), filed March 16, 1967. Applicant: OTWELL TRUCKING COMPANY, INC., Post Office Box 68, Otwell, Ind. 47564. Applicant's representative: W. L. Jordan, 201 Merchants Savings Building, 7 South Sixth Street, Terre Haute, Ind. 47801. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phonograph, stereo and/or television cabinets and parts therefor*, between points in Perry County, Ind., and points in Macon County, Ill., for 180 days. Supporting shipper: William Tell Woodcrafters, Inc., and Swiss Plywood Corp., Tell City, Ind. Send protests to: R. M. Hagarty, District Supervisor, Bureau of Operations and Compliance, 802 Century Building, 36 South Pennsylvania Street, Indianapolis, Ind. 46204.

No. MC 128937 TA, filed March 16, 1967. Applicant: ROBERT L. GORDON, doing business as AVON MACHINERY COMPANY, 5720 Side Avenue, Cleveland, Ohio 44102. Applicant's representative: Bernard S. Goldfarb, 1625 The Illuminating Building, 55 Public Square, Cleveland, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New and used industrial machinery*, from Ecorse, Mich., and points in New Jersey to points in Illinois, Indiana, Iowa, Connecticut, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Wisconsin, for 180 days. Supporting shippers: Elastic Stop Nut Corp. of America, 2330 Vauhall Road, Union, N.J., and Ecorse Machinery Sales, Inc., 75 Southfield, Ecorse, Mich. Send protests to: G. J. Baccei, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 435 Federal Building, Cleveland, Ohio 44114.

No. MC 128936 TA, filed March 16, 1967. Applicant: JOHN DAVIS AND RICHARD SELLAND, a partnership, doing business as AUTO TRANSPORT, 24223 Pacific Avenue South, Kent, Wash. 98031. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New and used passenger cars*, between points in Washington, Oregon, Montana, and Idaho for 180 days. Supporting shippers: American Lease Co., 1112 Howell Street, Seattle, Wash. 98101, Nissan Motor Corp. (Datsun), 4832 Southwest Scholls Ferry Road, Portland, Oreg. 97225. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 128938 TA, filed March 16, 1967. Applicant: MERLIN C. HARNACK, 206 Boody Street, Postville, Iowa 52162. Applicant's representative: William L. Fairbank, 610 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, feed ingredients, fertilizer, binder twine, and seed*, from Postville, Iowa, to points in Dodge, Fillmore, Freeborn, Houston, Mower, Olmsted, Wabasha, and Winona Counties, Minn., and points in that part of Wisconsin on and west of U.S. Highway 12, for 180 days. Supporting shipper: Hall Roberts' Son, Inc., Postville, Iowa 52162. Send protests to: Chas. C. Biggers, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 332 Federal Building, Davenport, Iowa 52801.

No. MC 128940 TA, filed March 17, 1967. Applicant: RICHARD A. CRAWFORD, doing business as CRAWFORD TRUCKING SERVICE, Post Office Box 722, Adelphi, Md. 20783. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat*, from Milwaukee, Wis., to Washington, D.C., and Baltimore, Md., for the account of Standard Meat Co., Inc., Washington, D.C., for 180 days. Supporting shipper: Standard Meat Co., Inc., 1339 Fourth Street NE., Washington, D.C. 20002. Send protests to: Robert D. Caldwell, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 12th and Constitution Avenue NW., Washington, D.C. 20423.

No. MC 128941 TA, filed March 17, 1967. Applicant: KATHLEEN ROBINS, doing business as ROBINS TRANSFER COMPANY, Post Office Box 239, Lawrenceburg, Tenn. 38464. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, from points in Franklin, Limestone, and Morgan Counties, Ala., to points in Giles and Lawrence Counties, Tenn., for 180 days. Supporting shipper: B & S Concrete Supply, Inc., Box 209, Lawrenceburg, Tenn. 38464. Send protests to: J. E. Gamble, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 706 U.S. Courthouse, Nashville, Tenn. 37203.

No. MC 128942 TA, filed March 17, 1967. Applicant: TUCKER VAN & STORAGE, INC., Post Office Box 202, Monterey, Calif. 93940, 1676 Contra Costa, Sand City, Calif. 93955. Applicant's representative: James G. Tucker, Post Office Box 202, Monterey, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, as defined by the Commission, between points in Monterey and Santa Cruz Counties, Calif., restricted to shipments having a prior or subsequent movement beyond said points and fur-

ther restricted to pickup and delivery service incidental to, and in connection with, packing, crating, and containerization and unpacking, uncrating, and decontainerization of such shipments, for 180 days. Supporting shipper: Jet Forwarding, Inc., 2945 Columbia Street, Torrance, Calif. 90503. Send protests to: Wm. R. Murdoch, District Supervisor, Bureau of Operations and Compliance, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 67-3255; Filed, Mar. 23, 1967; 8:47 a.m.]

[Notice 1495]

MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 21, 1967.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-69418. By order of March 16, 1967, the Transfer Board approved the transfer to C-Line Express, a corporation, 525 Silverado Trail, Napa, Calif. 94558, of certificate of registration No. MC-99884 (Sub-No. 1) issued February 10, 1964, to Ray F. Maher, doing business as East Bay Delivery Co., 2619 Chestnut Street, Oakland, Calif. 94607, covering the transportation of commodities in interstate or foreign commerce, within the State of California.

No. MC-FC-69456. By order of March 16, 1967, the Transfer Board approved the transfer to Pacific Inland Transportation Co., a corporation, Albuquerque, N. Mex., of permit No. MC-34227, issued August 27, 1943, to E. L. Northcutt, Albuquerque, N. Mex., authorizing the transportation of: Onions, carrots, and potatoes, from Duncan, Ariz., to Albuquerque, N. Mex.; agricultural commodities and canned goods, from Denver, Colo., to Albuquerque, N. Mex.; potatoes, lettuce, peas, broccoli, and cauliflower, from Alamosa, Colo., to Albuquerque, N. Mex.; and from Del Norte, Colo., to Albuquerque, N. Mex.; canned grapefruit juice, grapefruit, oranges, and agricultural commodities, from Brownsville, Tex., to Albuquerque, N. Mex.; such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, equipment, materials, and supplies used in the conduct of such business, from Los Angeles, Calif., to Albuquerque, N. Mex., and from Albuquerque, N. Mex., to Gallup, N. Mex.; and, grapefruit, oranges, bananas, pineapples, lemons, potatoes, onions, and peppers, from El Paso, Tex., to Albuquerque, N. Mex., all over specified regular routes. Don Wilson, Post Office Box 4243, 1401 University Boulevard NE., Albuquerque, N. Mex. 87106, attorney for applicants.

No. MC-FC-69506. By order of March 16, 1967, the Transfer Board approved the transfer to Eddie L. Jones Trucking Co., Inc., Ivanhoe, N.C., of permit No. MC-124996, issued November 19, 1963, to Eddie L. Jones, doing business as Eddie L. Jones Trucking Co., Ivanhoe, N.C., authorizing the transportation of lumber, except plywood and veneer, over irregular routes, from Ivanhoe, N.C., to points in Florida, Georgia, South Carolina, Tennessee, Virginia, West Virginia, Ohio, Indiana, Pennsylvania, New Jersey, Delaware, Massachusetts, Connecticut, Rhode Island, Maryland, the District of Columbia, and specified areas of Kentucky and New York. W. Dortch Langston, Jr., Post Office Box 1104, Goldsboro, N.C. 27530, attorney for applicants.

No. MC-FC-69320. Corrected number*.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 67-3256; Filed, Mar. 23, 1967; 8:47 a.m.]

*On Page 4102 in FEDERAL REGISTER dated March 15, 1967, the MC-FC-number was inadvertently shown as MC-FC-6932.

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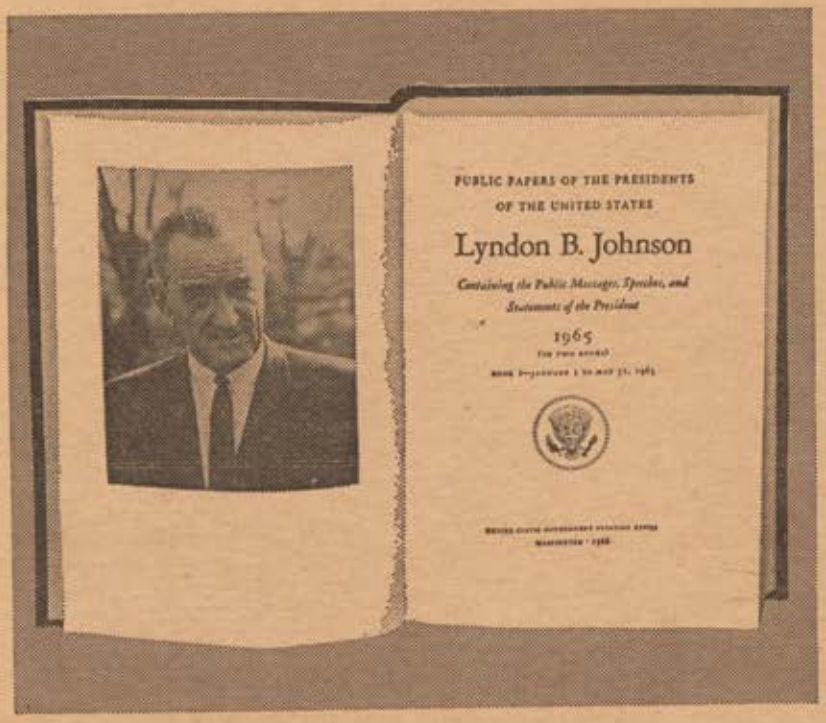

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